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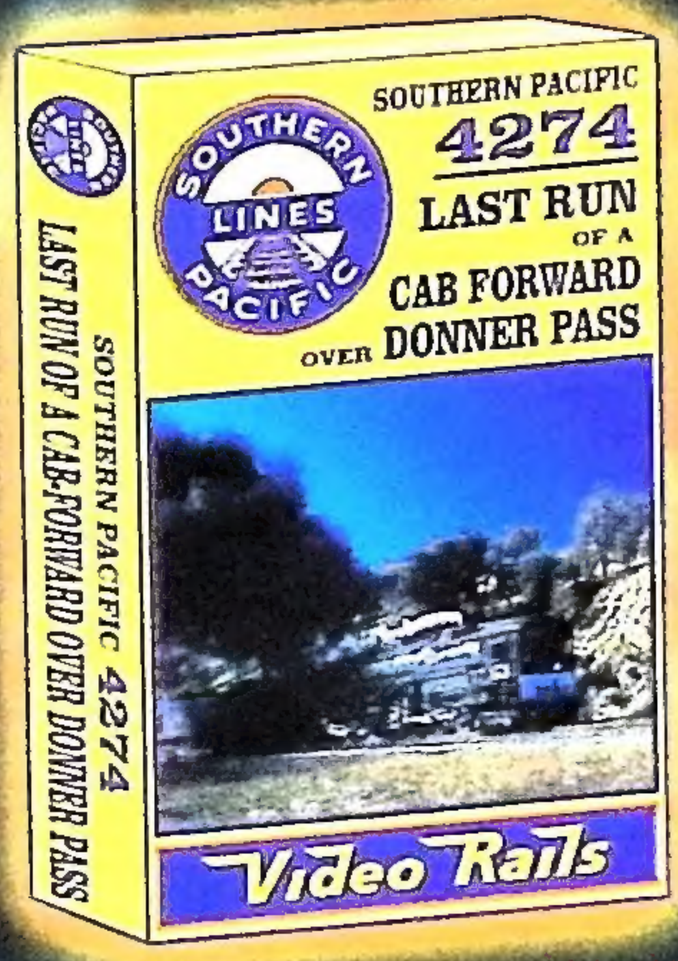

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NEW ON AMTRAK on December 11 was the northern California train the *Capitol*, shown on the street trackage in Oakland's Jack London Square. Leading the inaugural run of the San Jose-Sacramento-Roseville commuter train was equally new wide-nosed Dash 8-32BWH 501, one of 20 such GEs being assigned to Amtrak's Los Angeles pool. On November 26, the 501 had just emerged from the assembly line and was testing at GE's Erie, Pa., plant (**right**) with rebuilt GECX M630M 5000. See page 42.

TOP EKTACHROME: STEVE BROWN

ABOVE KODACHROME: ROBERT E. LAMBRECHT

KODACHROME: ROBERT E. LAMBRECHT

GECX M630M 5000 was testing at Erie, Pa., with new Amtrak Dash 8-32BWH 501 on November 26 (**left**). GE rebuilt the ex-BCR unit with Super 7 components and will be demonstrating it in Mexico. See page 42.

Railnews

CP C424 4200, the first unit of Alco/MLW's Century Series when delivered as CP 8300 in 1963, was outshopped on October 4, 1991, after rebuilding (**below**). See page 42.

KODACHROME: THOMAS L. CARVER. LIGHTING ASSISTANCE: HAL REISER

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From the Publisher's desk: $50 Billion Dollars

It was no accident that President George Bush chose Dallas as the site for signing of a new $151 billion dollar transportation bill. Dallas and much of Texas have been seriously effected by the current recession, and one of the major thrusts of the new program is to provide jobs. Older readers will remember an earlier transportation bill signed into law by President Eisenhower 30 years ago which created the Interstate highway system. The Interstate highway system, along with advent of the jet airliner, were two major factors bringing about the demise of our country's private railroad passenger system, in turn leading to the creation of Amtrak.

Unlike the earlier transportation bill, the new bill specifically earmarks about $50 billion for mass transit: bus and railroad. Five billion dollars will go to New York and another two billion will go to New Jersey as reimbursement for their costs in creating early links to the Interstate highway system (New York Thruway and the New Jersey Turnpike). It is expected that much of this money will go towards reconstruction of these roads to bring them up to current highway standards. Other states can also expect reimbursement funds.

States spending transportation funds will be required to give top consideration to improving air quality. The earlier bill creating the Interstate highway system gave little thought to the smog that would be created by motor vehicles. Transit authorities will make every effort to get city-bound travelers to give up their cars in favor of bus or rail rapid transit. Unless such alternates to the private car can be both cost and time effective, we don't necessarily see it happening. In too many areas, rapid transit to outlying areas means, at best, two or three buses during the morning and evening rush hours. Around the clock service is not cost effective. The U.S. also lags behind Europe in providing rail links to airports.

Key transit officials with whom we've talked were curious as to how the transportation bill earmarked funds for specific programs. One program, dear to our own staff, earmarks over $50 million for commuter service on the New York, Susquehanna & Western at least as far as Beaver Lake, N.J., although a Metro-North official says Warwick, N.Y., is shown as being included. Warwick, which had been included in a recent Susquehanna passenger service feasibility study, could be included via routing through New York which would bypass the Susquehanna's New Jersey trackage. Funding would also be available for a light rail service in the Kearney/New Jersey waterfront area, once covered with long abandoned deep sea waterfront rail yards, now being developed for posh apartments and offices.

Ultimately, the new transportation bill will encourage more commuters to use public transport as they travel to our larger cities. Newspapers are already printing stories about population shifts out of areas such as Long Island where highways are crowded much of the day and taxes are going out of sight. Downsizing of some areas may be the only means of bringing air quality up to current federal standards.

During the next decade this bipartisan transportation program will bring new rail service to areas where it is sorely needed. It is ironic that some service will be restored to lines which were once overtaxed and over regulated in the days of private ownership. Happily, tax money will do the restoration work.

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Cover

With its new gray, red and yellow livery adorning SD60s, the Kansas City Southern is about as modern as a railroad can get, but it still has to do battle with the ageless hills of Oklahoma and Arkansas. Freight Number 9, operating as Extra 745 South, is up against the 1.5% climb over Rich Mountain on October 13, 1991. Rich Wallace takes us for a look at this rugged "40 miles of the 4th Subdivision" in his article beginning on page 52. Kodachrome: Rich Wallace.

The mountains surrounding the Nenana River make for a spectacular ride on the Alaska Railroad, where southbound passenger train Number 1 was photographed on June 25, 1991. David Lustig describes life aboard the Princess Tours "Ultra Domes" which bring up the rear of this train's consist in his article on page 58. Ektachrome: David C. Lustig.

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Rose-colored railroading

The Ted Rose "After Dark" watercolors in the January '92 issue are fantastic. This man really captures the mood. Thank you for similar memories in my 36 years as a conductor on the New York Central, Penn Central and Conrail.

E.J. PICKARD
Willoughby Hills, Ohio

A "crummy" cove

Regarding "Underwater Railfanning" on page 76 of the January '92 issue; according to an official Conrail caboose directory dated 6/6/81 (report No.166), the original number of your CR/PC 23865 was New Haven C-665. It was built by International Railway Car & Equipment Company in May of 1948 and it was one of 75, numbered C-635 through C-709.

CHARLIE ONIS
Lawrence, Mass.

Roundup ridership

Just to set the record straight, ridership on the 1991 Union Pacific River City Roundup train was not greatly diminished as reported in the January '92 issue. In fact, we anticipated a drop in ridership because of the use of diesel power ("Desert Victory" 3593) and increased the number of invitations to ride. To our surprise, the acceptance rate was unusually high. That, combined with the wider invitation list, resulted in a record high passenger count.

The only complaints I heard were about overbooking, not the motive power.

JOHN BROMLEY
Director of Media Relations
Union Pacific Railroad
Omaha, Neb.

Winter slide shows

I must add three more points to your CAMERA BAG column in the January 1992 issue on winter slide shows.

First and foremost, bring an extra projector bulb. They are made to eventually burn out, and your show will be non-existent if you don't have a good one.

Second, make one or two maps of the railroad and its location—they make your presentation look professional. Also, some people in your audience will not know where this railroad is. Make a simple, neat sketch and have a copy slide made. Copy slides cost about $4 at photo finishing stores (or you can simply photograph it outdoors in direct sunlight with your regular 35mm camera—J.B.).

Last, in conjunction with previewing your presentation, go through your narration once or twice. Your speech and narration have as

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ROBERT G. HILTON
Woodbridge, Va.

Simpson dynamics

Sorry I'm slow; I now get my son's copy of R&R, so I am just now commenting on the December '91 "Simpson Timber" article. You should have mentioned their 90015 is the *only* SW900 ever built with dynamic brakes. Lehigh Valley did have a fleet of SW8s so equipped, and there may be other SW8s, but no other SW900s

ART HAMILTON
Oroville, Wash.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

STRASBURG, PENNSYLVANIA, through March 3, 1992. "Speed, Safety, Comfort: Images of the GG1," a special exhibit at the Railroad Museum of Pennsylvania on Route 741 (opposite Strasburg Rail Road). For hours and other information phone the museum at 717/687-8628.

NORTH FREEDOM, WISCONSIN, February 15. Railfan Snow Train sponsored by Mid-Continent Railway Museum. For details send SASE to: Agent, Mid-Continent Railway Museum, P.O. Box 55, North Freedom, WI 53951.

CHATHAM, NEW JERSEY, February 15. EastRAIL '92 multimedia slide presentations at Chatham High School, 255 Lafayette Avenue. Professional quality dual-projector slide/sound programs by top railfan photographers. Included will be programs by John Craft, Bradley McClelland, Jon Graham, Frank Etzel, Steve Barry, Rob Palmer and Dave Augsberger, and Tom Nemeth, Chris Kimler, Alan Bellis and Jim Boyd. Hosted by R&R and *Railpace* magazines and sponsored by the Jersey Central Chapter NRHS. Doors open 10:30am, first show at 11; mid-day lunch break, end about 7pm. Tickets $12, age 16 and under $8. Contact: JCRHS EastRAIL, P.O. Box 700, Clark, NJ 07066, or call during weekdays the R&R office at 201/383-3355.

BOSTON, MASSACHUSETTS, February 22. Annual Snow Train round trip to Brattleboro and Bellows Falls, Vermont, with special Amtrak consist. Sleigh rides, country inn luncheon, covered bridge and shopping side trip options. Adults $45, ages 12 and under $25. Contact: Massachusetts Bay Railroad Enthusiasts, P.O. Box 697, Groton, MA 01450; 617/489-5277.

STOCKTON, CALIFORNIA, March 7. Winterail '92 at Scottish Rite Temple. The 14th annual show features multimedia slide presentations by noted rail photographers from noon to 10:30pm, plus a railroadiana sale and swap 9am-5pm. For all-day admission to both events, send payment of $16 per person and SASE to: Vic Neves, Winterail '92, P.O. Box 23721, Oakland, CA 94623-9991. Advance purchase by mail is strongly recommended. For admission to just the railroadiana sale, pay $3 at the door. For dealer table information send SASE to: Dave Stanley, Winterail '92, P.O. Box 30661-R, Stockton, CA 95213-0661. Programs will be presented by Ted Benson, Mark Hemphill, Alan Bellis, Dave Houston, Ken Meeker, Tom Moungovan, Don Olsen and Ken Rattenne.

BOSTON, MASSACHUSETTS, March 21. "Sugartime Special" chartered train to White River Junction, Vermont, via Conrail and Central Vermont. Depart South Station 8am, additional boarding in central Massachusetts. Adults $55, ages 5-16 $40, lap babies free. Send SASE to: Mystic Valley Rail-

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SAVANNAH, GEORGIA, April 3-5. NRHS Spring National Directors Meeting at Desoto Hilton, 15 East Liberty Street. Tour of CSX signal shop and pre-civil war CofG roundhouse, plus banquet and meeting. Contact: Jim Phillips, 303 Windsor Road, Savannah, GA 31419.

CHATTANOOGA, TENNESSEE, and ATLANTA, GEORGIA, May 1-3. Steam photography weekend kicks off with a night photo session on Friday at Tennessee Valley Railroad Museum in Chattanooga. Saturday: chartered freight at TVRM with 2-8-0 610 making eight photo runbys. Sunday: photographer's special out of Atlanta on New Georgia Railroad with A&WP 4-6-2 290 and 1950s consist making ten photo runbys. Tickets $60 for 610 trip, $195 for 290 trip, $245 for both trips. Contact: Steam Specials, P.O. Box 43054, Birmingham, AL 35243.

CASS, WEST VIRGINIA, May 1-3. Inaugural Weekend for the new connection to Old Spruce. Friday evening program and twilight run to Whittaker. Saturday inaugural run over the new connection with dedication ceremonies and photo runbys. Sunday run to Bald Knob on rebuilt track with numerous photo runbys. Weekend pass $65. Contact: 1-800/CALLWVA and ask for the Cass Scenic Railroad.

OWEGO, NEW YORK, May 4. Railfan Day on Tioga Central featuring 1960s branch line passenger and freight trains with Lehigh Valley painted Alcos and caboose. Many photo stops and double runbys with both trains. Night photo session being planned. Train fare $22, night photo session $10, admission to both events $30. Send large SASE to: Southern Tier Division RRE c/o Tioga Central Railfan Day, P.O. Box 311, Binghamton, NY 13902-0311. Make checks payable to Southern Tier Division RRE.

VANCOUVER, WASHINGTON, May 23-24. SP&S 4-8-4 700 is scheduled to power round trip excursions on both days east up the Columbia River to Wishram via BN's ex-SP&S main. Coach seat plus lunch: $165. First class seats in luxury dome or lounge car with lunch: $205. When ordering tickets, indicate which day you wish to ride. VISA and MasterCard also accepted (enclose card number and expiration date). Contact: PRPA, 7325 N. Wayland, Portland, OR 97203. In the event of cancellation, fares will be refunded minus a $5 administration charge.

STEAM TRIPS TO AND FROM SAN JOSE for the NRHS 1992 National Convention (see listing below) will be powered by SP *Daylight* 4-8-4 4449 out of Portland, Oregon, and UP 4-6-6-4 3985 out of Cheyenne, Wyoming. The following schedules are *tentative* and subject to change. Groups sponsoring each trip segment are identified in parenthesis; addresses for each group are given below. Contact the appropriate sponsoring group(s) for details on segments you wish to ride.

SP 4449: July 18 Portland-Klamath Falls; July 19 Klamath Falls-Sacramento; July 20 Sacramento-San Jose; July 21-26 convention; July 27 San Jose-Sacramento; July 28 Sacramento-Klamath Falls; July 29 Klamath Falls-Portland. Send an SASE to: Friends of the 4449, P.O. Box 42486, Portland, OR 97424.

UP 3985: July 11 Cheyenne-Rock Springs (UPHTS); July 12 Rock Springs-Salt Lake City (PROM); July 13 layover SLC; July 14 Salt Lake City-Elko (PROM); July 15 Elko-Winnemucca (PROM/FRRS/CC); July 16 Winnemucca-Portola (FRRS/CC); July 17 layover at Portola; July 18 Portola-Sacramento (FRRS/CC); July 19 Sacramento-San Jose (CC); July 20-26 convention; July 26 San Jose-Sacramento (CC); July 27 Sacramento-Portola (FRRS/CC); July 28 Portola-Winnemucca (FRRS/CC); July 29 Winnemucca-Elko (PROM/FRRS/CC); July 30 Elko-Salt Lake City (PROM); July 31-August 1 layover SLC; August 2 SLC-Rock Springs (PROM); August 3 Rock Springs-Cheyenne (UPHTS). The sponsoring groups for 3985 trips are: (UPHTS) Union Pacific Historical & Technical Society, Union Pacific Railroad, Room 114, 1416 Dodge Street, Omaha, NE 68179; (PROM) Promontory Chapter NRHS, 1965 Lindsay Drive, Salt Lake City, UT 84119; (FRRS) Feather River Rail Society, Box 608, Portola, CA 96122; (CC) Central Coast Chapter NRHS, P.O. Box 36301, San Jose, CA 95158-6301.

SAN JOSE, CALIFORNIA, July 22-26. Central Coast Chapter NRHS will host NRHS 1992 National Convention. Attendees can travel to/from San Jose aboard trains powered by UP 4-6-6-4 3985 out of Cheyenne or SP 4-8-4 4449 out of Portland (see listing above for details). The following is a preliminary schedule of convention rail operations. Photo stops are planned for all trips. For details contact: Central Coast Chapter NRHS, P.O. Box 36301, San Jose, CA 95158-6301.

Wednesday, July 22, 3985 San Jose-Stockton round trip via Altamont Pass.

Thursday, July 23, SP 4-6-2 2472 San Jose-San Francisco round trip, with optional tour of Muni and vintage trolleys.

Friday, July 24, No trips, engines on display at San Jose, possible night photo session.

Saturday, July 25, 4449 San Jose-Sacramento round trip via Martinez, optional visit to railroad museum or ride on light rail system.

Sunday, July 26, 4449 San Jose-Watsonville Junction round trip.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $8.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

MAIN LINE MILEAGE MONTH-LONG MARATHONS during 1992 in Australia, New Zealand, Canada and the U.S. Multiple daily runs, sleepers and diners included, prices from $1992 to $3992. For details contact: Trackpackers T-Rail Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

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NEW ZEALAND RAILFANS TOUR, March 31-April 21. Amazing 22-day rail tour includes Christchurch, Glenbrook Vintage Rail Museum, the Southern Alps, and more. Ride behind a 1912 Alco 2-4-4-2 and other steam and diesel locomotives, encountering viaducts, tunnels and spectacular scenery. Fare of U.S.$3433 (per person, double occupancy) covers rail tour of New Zealand's north and south islands with extension to Bay of Islands, round trip air travel from Los Angeles, 21 nights lodging and daily breakfast, five lunches, four dinners, tour escort and ground transportation. A shorter 18-day tour minus the extension to Bay of Islands runs March 31-April 17 and costs U.S.$3088. Contact: New Zealand Central Reservations Office, 6033 W. Century Boulevard #1270, Los Angeles, CA 90045; 800/351-2317 in California, 800/351-2323 outside California.

RAILROADIANA MEETS

WEST SPRINGFIELD, MASSACHUSETTS, February 8-9. Amherst Railway Society Annual Railroad Show at Eastern States Exposition Better Living Center, Memorial Avenue, 10am-5pm. Admission $4, ages 5-11 $1, under 5 free. New England's largest railroad show. Contact: Robert A. Buck, Show Director, Amherst Railway Society, P.O. Box 718, Warren, MA 01083-0718; 413/436-5318.

CINCINNATI, OHIO, February 8-9. Great American Train Show at Cincinnati Convention Center, 6th and Elm Streets, 1-7pm Saturday, 11am-5pm Sunday. Adults $4.50, under 12 free. Contact: GATS, P.O. Box 1745, Lombard, IL 60148; 708/834-0652.

GILBERTSVILLE, PENNSYLVANIA, February 9. Gilbertsville Train-O-Rama at Gilbertsville Firehouse, Route 73 east of Route 100, 9am-2pm. Adults $2, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

PARMA, OHIO, February 9. Parma High Train Show at Parma High School, 6285 West 54th Street, 10am-4pm. Admission $2.50, family max. $5, senior citizens and students $2. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-1749.

FAYETTEVILLE, NORTH CAROLINA, February 15. Sandhills Toy & Train Show at Cumberland Expo Center, Highway 301 South, 9am-5pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

GREENBERG's Great Train, Doll House & Toy Show will be held at the following locations 11am-5pm. Admission $5; under 12 free with adult. For further information contact: Greenberg Shows, Sykesville, MD 21784; 410/795-7447.

Monroeville, Pennsylvania, February 15-16, Pittsburgh Expo Mart (West Wing).

King of Prussia, Pennsylvania, March 7-8, Valley Forge Convention Center.

Timonium, Maryland, March 21-22, Timonium Fairgrounds.

Hackensack, New Jersey, March 28-29, Rothman Center, Fairleigh Dickinson University.

JACKSONVILLE, FLORIDA, February 15. Southeastern Railroadiana Collectors 13th Annual Railroadiana/Model Train Sale & Trade Show at Prime Osborn Convention Center, 1000 West Water Street, 9am-4pm. Admission $3, 12 and under free, tables $30. Send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

WILLISTON, VERMONT, February 15. Gateway Promotions Burlington Railroadiana & Model Railroad Meet at Williston Armory, U.S. Route 2 (Exits 11 and 12 off I-89), 10am-4pm. Adults $2.50, ages 6-12 $1, under 6 free. Contact: Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

ATTLEBORO, MASSACHUSETTS, February 16. Little Rhody Division NMRA Annual Show at Masonic Temple, 71 North Main Street, 9am-3pm. Adults $2, family max. $5, under 12 free. Contact: Stephen Boothroyd, P.O. Box 365, Wakefield, RI 02880; 401/789-1420.

BELLMAWR, NEW JERSEY, February 16. Third Annual Train Show at Bellmawr Park Volunteer Fire Co. on Essex Avenue, 10am-3pm. Adults $3, under 12 free, tables $15. Contact: John or Karen Nichols, P.O. Box 1214, Bellmawr, NJ 08099; 609/933-0336.

PEORIA, ILLINOIS, February 16. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Rick Dolanc, 4028 W. Hilmont, Peoria, IL 61615; 309/692-0882.

KIRTLAND (CLEVELAND), OHIO, February 22-23. Kirtland High Train Show at 9152 Chillicothe Road, 10am-4pm. Adults $2.50, students and senior citizens $2. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-1749.

RICHMOND, INDIANA, February 23. All Trains Flea Market at National Guard Armory, 1200 West Main, 10am-3pm. Admission $2, under 12 free. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

FRANKLIN SQUARE, NEW YORK, February 23 and March 22. R.R. Lines Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 515/486-6658 or 516/775-4801.

OTTUMWA, IOWA, February 29-March 1. Railroad Fair Weekend at Quincy Place Plaza Mall, U.S. 34 West at Quincy Avenue, 10am-8pm Saturday, noon-5pm Sunday. Operating layouts and shows. Free admission. Tables available. Contact: Richard Hood, 801-803 Jefferson Street, Burlington, IA 52601; 319/754-4979 10am-6pm or FAX 319/752-4627.

CLARK, NEW JERSEY, March 1. Train Show & Sale at Mother Seton High School, Garden State Parkway Exit 135 at Clark Circle (exit at circle and follow signs) 9am-3:30pm. Books, photos and slides, collectibles, model test tracks and more. Admission $4, under 12 free, family maximum $8. Contact: Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066.

FORT WAYNE, INDIANA, March 14. Train & Collectible Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Buy, sell, trade. Admission $2, under 12 free, tables $10 in advance. Contact: Royce L. Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

BURNABY, BRITISH COLUMBIA, March 15. Western Rails Model Railroad and Railroadiana Show & Auction at 9523 Cameron Street, 9am-4pm. Contact: P. Roym, 3874 Winlake Cres., Burnaby, BC V5A 2G5; 604/420-1292.

MANCHESTER (ST. LOUIS), MISSOURI, March 21. McDonnell Douglas Railroad Club Swap Meet at Greensfelder Recreation Complex, 550 Weidman Road, 10am-3pm. Admission $1, under 12 free, tables $12. Contact: Bill Holmes, 1402 Langholm Drive, Florissant, MO 63031; 314/837-5664 after 6:30pm Central Time.

MT. PLEASANT, IOWA, March 22. Train Show & Swap Meet at National Guard Armory on South Walnut, 10am-4pm. Admission $1, children with adult 50c, tables available. Contact: Richard Hood, 801-803 Jefferson Street, Burlington, IA 52601; 319/754-4979 10am-6pm or FAX 319/752-4627.

TIMONIUM (BALTIMORE), MARYLAND, March 22. Transpo '92 Transportation Memorabilia Show & Sale at Maryland State Fairgrounds, 10am-4pm. Admission $4, under 12 free. Lanterns, books, timetables, whistles, china, plus displays of photos, movies, videos and artwork. Contact: Jim Hutzler or Ira Reed, P.O. Box 10372, Alexandria, VA 22302; 703/998-2362 or 703/971-5630.

TAMPA, FLORIDA, March 28. 1992 Sunshine Railroadiana & Collector Association Annual Show at Sheraton Tampa East, 7401 East Hillsborough Avenue, half-mile west of state fair-

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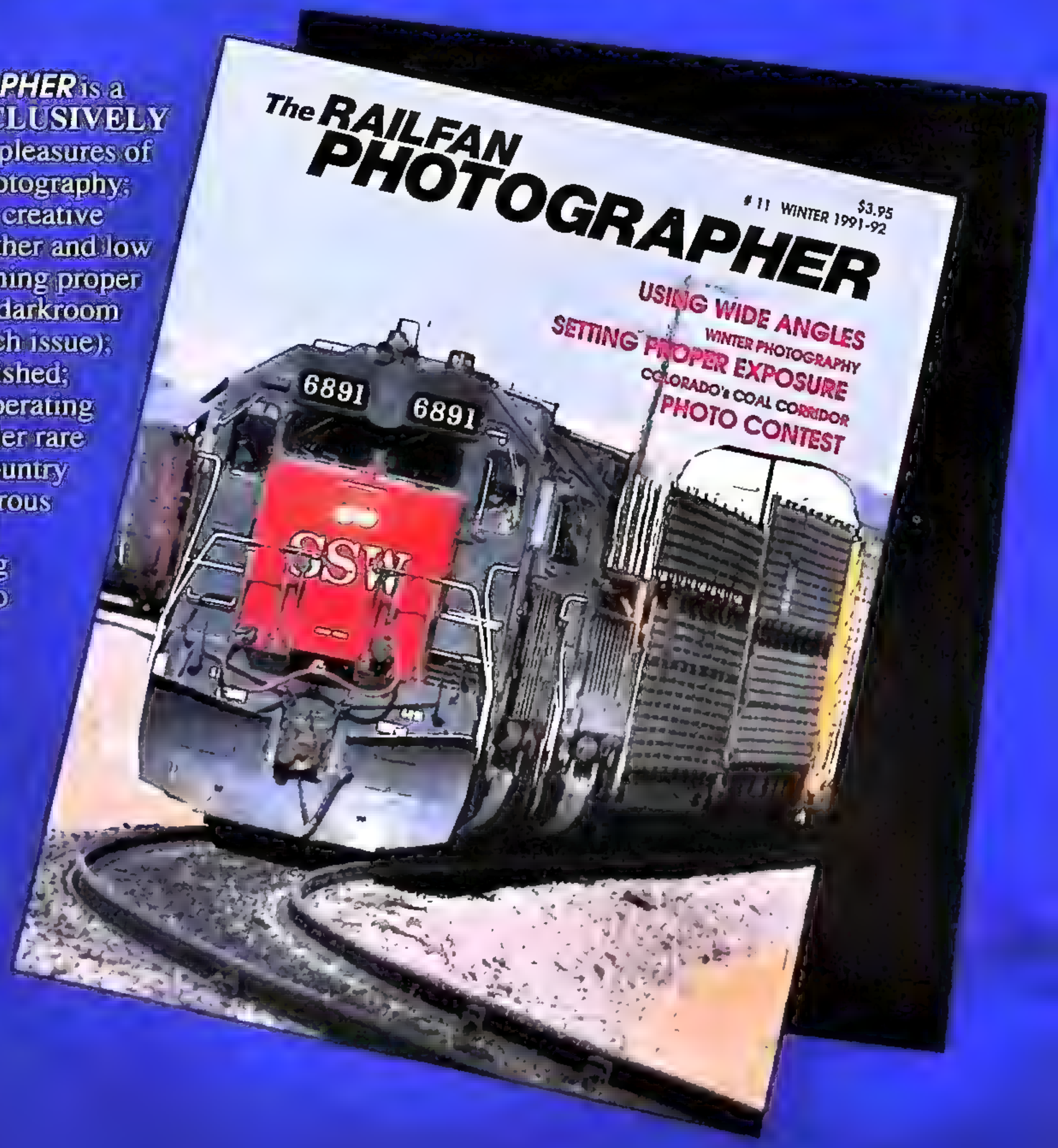

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grounds, 10am-3:30pm. Adults $3, under 12 free. Contact: Wes Coscia, 5127 Nashville Drive, Tampa, FL 33624; 813/960-2537.

LONDON, ONTARIO, April 4. Forest City Railway Society's 18th Annual Slide Trade & Sale Day at All Saints Church, Hamilton at Inkerman, 1-5pm. Admission $2. Dealers welcome. Contact: Ian Platt, R.R. 3, Ingersoll, Ontano N5C 3J6; 519/485-2817.

KINGSTON, ONTARIO, April 4-5. Kingston Division Canadian Railroad Historical Association Rail-O-Rama at Portsmouth Olympic Harbour, 11am-5pm both days. Adults $3, seniors $2, children $1. Contact: Bill Thomson, R.R. 3, Bath, Ontario K0H 1G0; 613/389-9392.

GLEN ELLYN, ILLINOIS, April 5. 11th Annual Chicagoland Railroadiana Show at College of Du Page Athletic Building, 22nd Street and Park Boulevard, 10am-3pm. China, timetables, keys, locks and more. Admission $3, under 12 free. For table information send LSASE to: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631.

RICHFIELD, OHIO, April 10-12. International Watch Fob Association 28th Annual Spring Show at Richfield Coliseum Holiday Inn, 4742 Brecksville Road (Ohio Turnpike Exit 11). Watch fob displays, belt buckles, models, movies and more. Free admission. Contact: Albert Fleeger, 677 Bullcreek Road, Butler, PA 16001.

COLUMBUS, OHIO, April 12. Buckeye Railroadiana and Model Train Show & Sale at Ohio State Fairgrounds Lausche Building, 10am-4pm. Over 350 tables of railroad artifacts and train items for sale. Admission $4, under 12 free. Contact: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 216/755-1914

LOCKPORT, NEW YORK, April 25-26. 6th Annual Railroad Showcase sponsored by Niagara Frontier Chapter NRHS and Niagara Orleans Model Railroad Engineers, 10am-5pm Saturday, 10am-4pm Sunday. Films, railroadiana, live steam and operating models. Contact: RRSC '92 c/o Bob Fogle, 26 Cherry Street, Lockport, NY 14094; 716/434-0213.

Railroadiana

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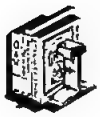

What's New?

With more than 100 great black & white and color photos, the *Rails West 1991* annual produced by the staff of *Pacific RailNews* magazine provides a showcase for attractive and newsworthy imagery from the western U.S. and Canada during 1990. The 64-page 8½"×11" softcover format is more like a thick, glossy magazine than the perfect-bound softcover book format of the previous PRN annuals. But it has appealing page layout and graphics, with a number of photos being appropriately run big, full-bleed across one or both pages in some instances. Each section covering the major roads, regionals and short lines and Amtrak laces a brief bit of text among the photos and extensive captions, leaving plenty of space for the stunning scenes of Santa Fe Super Fleet Dash 8-40Cs on Cajon, BN in the Columbia River Gorge, CP Rail cowled SD40-2Fs in the Rockies, SP tunnel motors on the Modoc and Shasta lines and Amtrak overtaking a Santa Fe freight on the rollercoaster grades of northern Arizona. A special section on 1990 steam events pays tribute to the UP 844 and Cotton Belt 819 trips to the NRHS convention in St. Louis, UP Challenger 3985's post-oil-conversion test runs with doublestacks and Frisco 4-8-2 1522's Midwestern venture on BN. Anybody who enjoys Western railroading will enjoy *Rails West 1991*, which sells for $7.95 plus $1.00 ship-

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A third printing of *The Route of Phoebe Snow — A Story of the Delaware, Lackawanna & Western Railroad* by Sheldon King (originally published in the 1970s) has been released as a 192-page 8½"×11" softcover from Railroad Avenue Enterprises. New to the book are color front and rear cover photos of E8s leading the *Phoebe Snow* at Blairstown, New Jersey. Inside are 235 black & white photos recounting the DL&W's physical landmarks (including Tunkhannock Viaduct) and operations from the days of Camelbacks (including those which were "streamstyled" with what looked like giant goose wings) and 1930s m.u. cars to FTs and Trainmasters. Roughly-drawn maps help add perspective to the chapters which cover the railroad by region, wrapping up with sections on the *Phoebe Snow* and motive power. It sells for $24.95 plus $2.00 shipping (N.J. res. add 7% tax, foreign orders add 10%) from Railroad Avenue Enterprises, Department R, P.O. Box 114, Flanders, NJ 07836.

Calendar Call

A color reproduction of an E. Tone silk screen print showing a B&A 4-6-0 in the snow graces the cover of the "New York Central 1992" calendar, which folds out to 11"×17" with black & white photos and fact-filled date blocks inside. Action and roster views of steam show Mohawks in Harmon, New York, and in Indiana, a 2-8-0 and 2-8-2 in Michigan, P&LE 2-8-4 9406 (the last U.S. steam locomotive built by Alco), a B&A 2-6-4 commuter tank engine and a K3 Pacific. Diesel and electrics include U25Bs, a DRS5a road switcher and a T-2b electric, the latter seen leading a New York-Poughkeepsie passenger train. It sells for $6.45 (Ohio res. add 38¢ tax) from New York Central System Historical Society, Dept. C, P.O. Box 58994, Philadelphia, PA 19102-8994.

The "Chesapeake & Ohio Calendar 1992" has an E8 in color on the cover, and inside are nicely reproduced black & white shots of C&O and B&O Es at Ivy City, short-lived Steam-Turbine-Electric 501, a G-9 Consolidation, a 2-6-6-6 in the New River Gorge, a Pere Marquette 2-8-4 and NW2, various engine terminals in Kentucky, a K-2 Mikado and other subjects. The date blocks in this 11"×17" calendar mention major events in the history of the C&O and related railroads. It sells for $5.00 ($3.95 for C&OHS members) plus $1.00 shipping (R.I. res. add tax) from Chesapeake & Ohio Historical Society Calendar, 4 Fieldside Drive, Cumberland, RI 02868.

EMD 70th Anniversary Calendar

Every diesel fan should get the "General Motors Locomotives, Still The Best — 1992" calendar from the Electro-Motive Division of General Motors. Folding out to a big 14"×22" with 11"×14" full color pictures beautifully printed on heavy stock, it celebrates EMD's 70th anniversary with photos representing EMD's historic demonstrator locomotives such as 1920s gas-electric motor 108, restored FT 103 and the original F3 29, F7 1950, E8 952, GP7 100, GP20 5625, G12 7707 (a 1954 model for the European market), an SD40-2 photographically retouched

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as a generic EMD lease unit and SD60s EMD-1, EMD-3 and EMD-4 in a Preston Cook night shot. There are also renderings of the forthcoming SD60MAC in the proposed GM-Siemens demonstrator paint (which will not be used, as the units will now get BN green with BN, GM and Siemens logos at BN's request) and a futuristic streamlined passenger unit. This calendar is a real beauty and sells for $14.99 plus $5.00 shipping ($6.00 shipping to Canada and Mexico, $8.00 overseas) from Electro-Motive Division of GMC, EMD Anniversary Calendar (R), 273 W. 83rd Street, Suite B-2, Burr Ridge, IL 60521.

R&R Binders and Bound Volumes

With 1991 now officially behind us, it's time once again to pitch two of our annually-oriented products, the RAILFAN & RAILROAD binder and the 1990 RAILFAN & RAILROAD bound volume. The 1990 bound volume takes all twelve issues of R&R from that year (Volume 9) and combines them chronologically in an 8½"×11" hardcover format complete with index. The cover itself is in a slightly-lighter-than-BN green. What better way to organize the year's railroad news photos and stories, major feature events, railfan photography tips and more in one sturdy book that will endure a lifetime of reading? Bound volumes are also an easy way to collect those issues of R&R you may have missed at the hobby shop. The 1990 R&R bound volume sells for $36.00 plus $2.00 shipping (Canadians add 7% GST, N.J. res. add 7% tax) from Carstens Publications, P.O. Box 700, Newton, NJ 07860-0700. Still available for the same price are very limited numbers of earlier bound volumes including Vol.2 (December 1977-September 1979), Vol.4 (November 1981-September 1983), Vol.5 (November 1983-November 1985), Vol.7 (1988) and Vol.8 (1989). Volume 10, compiling R&R's issues during 1991, is scheduled for availability by August 1992.

If you already have your full collection of R&R from 1991, you can "bind" them yourself for a fraction of the cost with a RAILFAN & RAILROAD binder. This attractive, sturdy red binder comes with flexible metal spines which hold each magazine in place for easy page flipping. Why not gather up all those magazines that have been piling up in the basement or hall closet (much to your wife's distress) and organize them in one neat package on the bookshelf? (The 1991 Annual Index appeared in the February 1992 issue and may be removed and placed in our

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T-shirt confusion

An embarrassing error crept into February '92 "Diesel T-shirts" write-up in this column, the photo illustrating the Susquehanna 141 T-shirts was printed over the review of Paul Adams' T-shirt offering. Apologies to both concerns; the error occurred during the "paste-up" process here in Newton. Both reviews are presented here, properly illustrated —M.D.

Paul Adams T-shirts

Artist Paul Adams of Brighton, Michigan, spent most of his career rendering tight illustrative artwork of technical hardware and modern and classic automobiles and has recently returned to rail subjects as a "refreshing change." At the Greenberg Train Show during the NRHS Huntington '91 convention, his work immediately caught Jim Boyd's eye, and three of his subjects are featured beginning on page 66 of this issue.

In addition to paintings and lithographed prints, Paul Adams is marketing a line of very attractive T-shirts and sweatshirts featuring his colorful and accurate renderings of various F-unit and E-unit noses. On high quality white Hanes "Fifty-Fifty" T-shirts (50% cotton, 50% polyester), he offers the images of such famous units as Sacramento's Santa Fe F7A 347C and SP E9 6059 as well as *Southern Crescent* E8 6900 and units of the NYC, C&O, B&O, Amtrak and both red and green Pennsy. Both the artwork and silk screen reproduction are excellent, and

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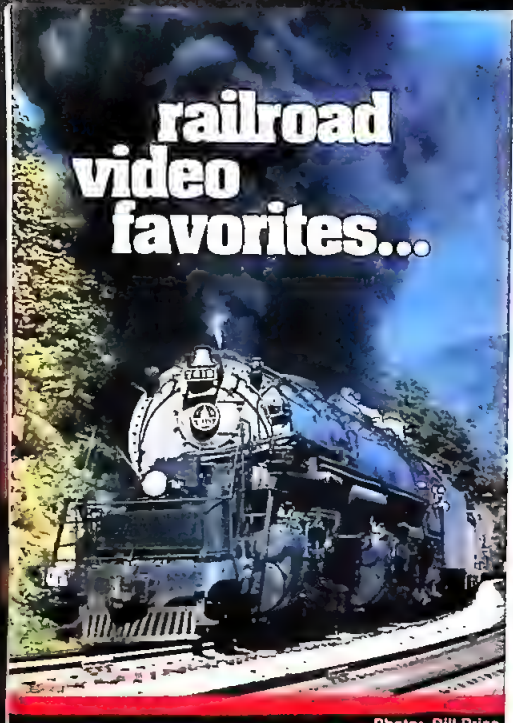

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these would make super gifts throughout the year for any railfan.

The T-shirts sell for $20.00 each in adult sizes S, M, L and XL and $24 for XXL. The sweatshirts are $30.00 each for XL and $34.00 for XXL. Michigan residents add 4% tax, and mail orders add $2.50 shipping per item. They are available from Paul H. Adams, 5152 Kensington, Brighton, MI 48116 (telephone 313/685-1202).

Susquehanna 141 Shirts

Last summer's sinking of the Norwegian freighter which was carrying New York, Susquehanna & Western's long-awaited Chinese 2-8-2 has been the subject of some soggy jokes among railfans and even cartoons in the November '91 and January '92 issues of R&R. One of the funniest things we've seen is the artwork being marketed on T-shirts and sweatshirts through Mrs. G's Hobbies of Thornwood, New York. Above the title "What really happened!" is a nicely designed cartoon depiction of a black steam locomotive on the deck of a black cargo ship, both wearing yellow Susquehanna "S" heralds. Lurking in the waters underneath is a blue submarine with "U25B" markings on its hull and a Conrail logo on its conning tower. The freighter captain asks, "That a U-boat?," and the sub commander responds, "No, that's a my boat," and proceeds to torpedo the freighter. And these shirts will surely become collector's items since the NYS&W has opted to number their replacement 2-8-2, just pruchased from the Valley Railroad, as NYS&W 142.

The three-color artwork is beautifully screen printed onto high-quality white T-shirts and sweatshirts which are made in the U.S.A. of 50% cotton and 50% polyester. The sweatshirts have a warm fleece lining on the inside. Available in sizes S, M, L, and XL, the T-shirts sell for $10.00 and the sweatshirts for $16.00, plus $1.50 shipping (N.Y. res. add sales tax) from Mrs. G's Hobbies, 660 Columbus Avenue, Rose Hill Shipping Center, Thornwood, NY 10594. To order by phone with your VISA card or to get a price quote on size XXL, phone 914/769-2636.

Book Reviews

The Spirit of Railroading, by Gary Dolzall and Mike Danneman, published by Kalmbach Publishing, P.O. Box 1612, Waukesha, WI 53187; 196 8½"×11½" pages, hardcover; $44.95 plus $3.00 shipping (Wisc. res. add 5% tax, Canadians add 7% GST).

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pears to duplicate the ground covered in the 1990 book by the same authors, *Steel Rails Across America*, yet in reality it's quite different. *Steel Rails...* took a region-by-region look at trains in the U.S. In *The Spirit of Railroading*, 239 pictures by some of North America's best rail photographers are grouped into subject-oriented chapters, with the scope expanded to include Canada. Danneman's proven talents in page design and graphics elevate this above the majority of color books on the market today. Instead of the mundane "two same-size photos on each page" production that is prevalent in other books, Danneman works each two-page spread like a unit, carefully joining two or three pictures and their captions with occasional strips of the main text. In many cases a powerful photo is run full-bleed across both pages.

The chapter "Steel Titans" gets things rolling with a brief look at America's "super seven" (Santa Fe, SP, UP, BN, Conrail, CSX and NS) and Canadian giants CP and CN, followed by "Tonnage and Diversity" which covers the remaining Class 1 and regional carriers.

There's more to passenger railroading than Amtrak and F40PHs, as shown in the chapter "Silvered Varnish" with MARC F9PHs, Alaska Geeps and domes and CN boxcab electrics. Next comes coverage of bulk commodity unit trains including SP's "oil cans" on Tehachapi, taconite on the DM&IR and grain on CP Rail with red SD40s and co-operative elevators glowing in the morning sun of the Alberta prairie. Perhaps my favorite photo in the whole book is Jim Speaker's lofty view above the double horseshoe curves on Rio Grande's Craig Branch in Colorado, where a long coal train is reduced to Z-scale as it occupies all three levels of this giant zig-zag incline.

"The Fast Fleet" and "High Tech" are chapters dealing with truck-busting intermodal service and the latest in locomotives. Both subjects actually intermix since there are wide-nosed UP Dash 8-40CWs pulling APL stacks up Cajon Pass, a BN white-face GP30 rebuild and LMX B39-8 leasers on the three-track CB&Q main out of Chicago and red and silver Santa Fe Super Fleet GEs in charge of piggyback trailers at the Victorville Narrows.

Among the stars in "Steam's Survivors" are main line immortals like UP 844 and 3985, N&W 611 and 1218 and SP *Daylight* 4449, as well as the major tourist operations of the East Broad Top and Durango & Silverton.

Everybody's two favorite chapters will probably be "Rails in the Cities" and "Mountain Railroading." First there are commuter, intermodal and general freight trains poised against downtown skyscrapers and ambling over steel bridges, then come the obligatory shots of CP Rail in the Rockies, SP tunnel motors on Donner Pass, Santa Fe trailers wrapped around Tehachapi Loop, Rio Grande on the Front Range, BN GP39-2s and LMX leasers atop snow-covered Marias Pass and much more. The final chapter summarizes with a last whirlwind tour of the U.S. and Canada, illustrated by Super Fleet FP45s at Sullivan's Curve, NYS&W and Guilford units leading an eastbound freight (erroneously captioned as being westbound) over Conrail's ex-Erie Portage Trestle, CSX

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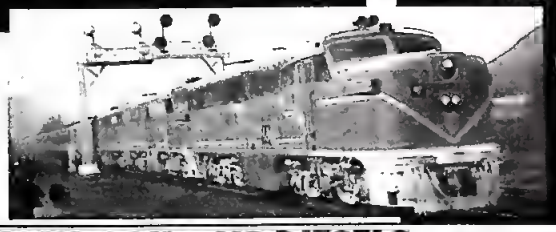

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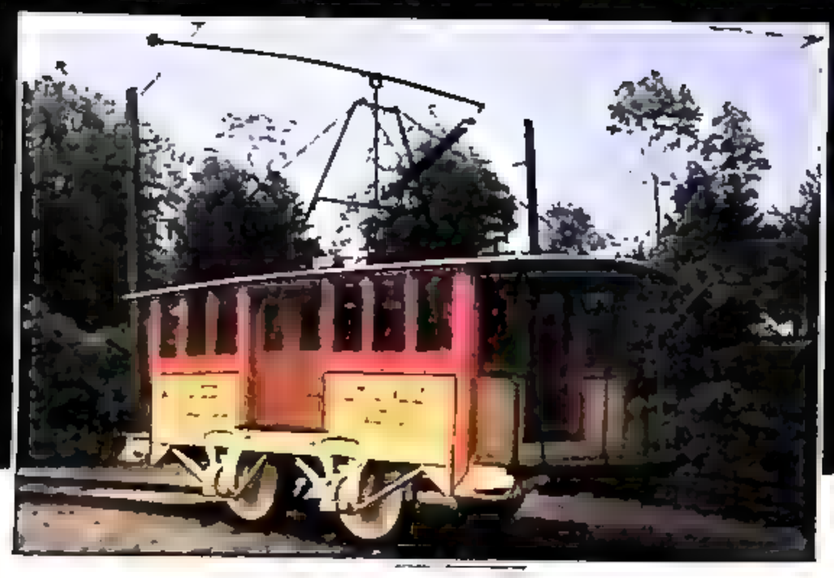

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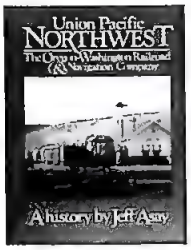
hoppers crossing Copper Creek Viaduct and a gorgeous aerial view of BN trailers and containers sweeping past a tiny cemetery, both surrounded by Illinois farmland as far as the eye can see.

Most people will buy this book for its dazzling pictures, but each chapter has its worthy fill of text. The writing is technical and intelligent enough that it doesn't treat knowledgeable railfans like dummies, while at the same time providing some lightweight, basic information that will help newcomers to the world of trains get a grasp on things.

If nothing else, what was lost when Kalmbach shut down its glossy quarterly magazine *Trains Illustrated* has been recouped and even improved upon with these great color books by Dolzall and Danneman — B.K.



Union Pacific Northwest — The Oregon-Washington Railroad & Navigation Company, by Jeff Asay, published by Pacific Fast Mail, P.O. Box 57, Edmonds, WA 98020; 336 8½"×11" pages, hardcover; $54.50 plus $5.50 shipping (Wash. res. add 8.1% tax).

To outlanders, the Pacific Northwest is usually not thought of as Union Pacific country, but to those who know, the region has for decades embraced some of UP's most extensive, interesting and varied operations. The Oregon-Washington Railroad & Navigation Company and other early components of UP's Northwest empire offered a mixed bag of railroading: fast water-level running along the Columbia River; tortuous, busy main line grades over the Blue Mountains; tunnels, cuts and bridges enabling passage through a desert of black basalt; deep woods and coastal wharves on the Olympic Penninsula and dozens of branches wandering up dry canyons and through rolling, velvety green farmland where the lineside elevators and warehouses look more like something out of Kansas. Although these elements still exist today (despite many abandonments over the years), their history is almost more exciting than the present — a history that's never before been told with the depth and visual excitement of this book.

Visual excitement? How about steam, Fs and Geeps vaulting the Snake River Gorge on the 3920-foot long, 250-foot high Joso Bridge, or a GP30 and freight tunneling and climbing up the south wall of the Columbia River Gorge to begin the trek down the famed Deschutes River Canyon? Even the oldest of the hundreds of black & white photos (complemented by several contemporary color views) are beautifully reproduced. There are action scenes from all eras as well as close-ups of depots, locomotives and other subjects, and for historic reference a lot of aerial and panoramic shots provide glimpses of locations that no longer exist or went through major changes to accommodate line relocations. Examples of this are the excellent before-and-after looks at sites moved to higher ground along the Snake and Columbia rivers when hydroelectric dams were being built. And when UP acquired the Spokane International in the 1950s, it got SI's Alco switchers and the interchange where SI and Canadian Pacific linked their Eastport, Idaho, and Kingsgate, British Columbia, stations with a passenger platform laid literally across the border.

In addition to the phenomenal collection of steam and early diesel views are some fine contemporary black & white and color shots by noted photographer Ed Austin. This book would have been incomplete without Ed's compositions of Geeps powering locals under the abandoned Milwaukee Road viaduct at Tekoa, Washington, and around the horseshoe curves above Walla Walla, six-motor EMDs and GEs with doublestacks along the Columbia and an Old Timers Special threading tunnels high above the Palouse River canyon.

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The photos get most of the space, but there are many maps (some in the "bird's eye view" of John Signor) and Asay's well-written, fact-filled text. Written primarily in a chronological order, the book will leave you understanding why UP has done so well in a land where other railroads merged to compete (NP, GN and SP&S) or failed altogether (Milwaukee Road). And for local fans, it's a priceless scrap book full of memories from days long gone — B.K.

Videos

BY MIKE DEL VECCHIO

New Arrivals

"Centuries & Super 7s, the Roberval & Saguenay," from Highball Productions, P.O. Box 245, Seabrook, NH 03874, takes a contemporary look at this 60-mile Canadian aluminum-hauling short line. The R&S was known for its fleet of high-hood Alco C420s and a rare pair of end-cab Alco M420TR switchers (which resemble and EMD MP15). The C420s are presently being replaced by new Super 7s from General Electric, and a new paint scheme is rapidly covering all units. Highball crews ventured to the R&S during Labor Day weekend 1991 to bring you this program, and it is one worth seeing. The remote R&S (135 miles north of Quebec City between LaBaie and Arvida) isn't graced by many railfans or published photos, and I was genuinely impressed with its heavy grades and even a horseshoe curve. Typical R&S action includes heavy aluminum ore trains running from one end to the other, and with that heavy grade, the trains aren't always fast. But with various combinations of C420s and Super 7s, the consists are certainly interesting. The footage here is mostly lineside with good coverage at each end and of the trains on the road, plus work trains. The narrations is professional and sparse, and the editing seems geared more toward the hardcore viewer. The video quality is professional. 66 minutes, $34.95 plus $3.00 shipping.

Interurban Press, P.O. Box 6444, Glendale, CA 91225-0444, has been producing its share of tapes recently. **"Hassayampa Special"** covers the February 21 and 22, 1991, run of Grand Canyon 2-8-0 18 from Williams on the GCRy to Pheonix, Arizona, to celebrate the redeveloped depot there. The tape starts bright and early at Williams as the 18 readies for departure. Toting a tank car of water and three coaches, the entirely downhill run was assisted by a diesel for braking for the first 17 miles. The diesel cut off at Ash Fork, and the rest of the run was unassisted. The footage is lineside, and there are several breathtaking views of the Arizona scenery, like the bridges in Little Hell and Hell canyons. The video quality is professional, and the narration and editing are well paced. 23 minutes, $19.95.

"Gerald M. Best's 1927 Steam Odyssey," produced by Interurban Videos, P.O. Box 6444, Glendale, CA 91225-0444, is a priceless black & white look at Eastern railroading before the depression. Gerald Best was a Hollywood cinematographer of the 1920s and '30s who filmed railroading with the composition of shooters today. Gerry Best was a Los Angeles resident, and this program is made up of films he shot in 1927 on a trip home to Port Jervis, N.Y. Shown are C&NW, Rock Island and New York Central trains at Chicago's LaSalle Street Station, including commuter trains with Ten-Wheelers and shiny new open window coaches. Views from the hind-end of a Hudson-powered New York Central train include a morning departure from the trainshed in Syracuse and traversing that city's street trackage. Boarding the NYO&W at Oneida, N.Y., there are many views from the O&W train and of other O&W trains while stopped at Norwich, Highview, Cadosia and Middletown, plus scenes while traversing the seldom-photographed Port Jervis branch. Glimpses of a Delaware & Northern 4-4-0 (very rare), Erie main line and milk trains around Port Jervis plus a look at the Lackawanna at Cranberry Lake and on the Boonton Line in New Jersey wind up the show. A great tape for the price. 20 minutes, $19.95 plus $3.50 shipping (Calif. res. add sales tax).

Feature reviews

"Burlington Northern's Marias Pass," produced by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660, VHS, BETA or PAL, VISA and MasterCard accepted, 35 minutes, $19.95 plus $3.00 shipping (Ohio res. add 6% sales tax).

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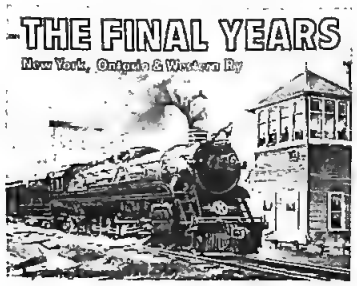

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west, and Greg Scholl has produced an economical tape that shows you why. Covering the 80-mile stretch from West Glacier to Browning, Montana, it is a brief look at this part of BN's former Great Northern transcontinental main line from Chicago to Seattle. Helpers, snowsheds, tunnels and many trestles punctuate the hottest trains on the BN system as they daily traverse Marias, the lowest crossing of the continental divide in the United States.

The opening sequence features the pursuit of a ten-unit locomotive consist (all green except for one gray LMX second from the rear) over the pass, and the most notable scenes throughout the tape show the high, stunning glacier peaks in the background. Also, this tape goes a bit further west than the actual "pass" by examining the spectacular scenery of the Middle Fork of the Flathead River Canyon between Essex and West Glacier (known as Belton on the railroad). Here the single track operation is chock full of tunnels and curves.

Greg Scholl shot the tape himself in early autumn (many of the trees have turned yellow) with the help of his wife Kathi, who, incidentally, shot the jacket cover. You get a sense of the ever-changing weather conditions in Montana at the higher elevations as the wind literally whips over the microphone at times as does the snow over the camera. The narration is very pleasant and informative along with a simple map in the introduction which tells you where you are. A map also appears on the library case cover for handy reference.

Some comments which, perhaps, may be overly subjective: In places the sound of the wind was significant, and at Snowslip the photographer taped numerous snow and work shed scenes from roadside. You can reason with the photographer as the narrator does tell us this area of Marias Pass is closed to hikers because of the bear problem. A couple winters ago several unit grain train spills attracted bears in great number forcing authorities to make the area off limits. But the photographer could have achieved closer views of, say, Shed 12 only walking distance from the Izaak Walton Inn without restrictions. Today the bear warnings are off, but BN has installed locked gates at all access roads between Whitefish and Summit.

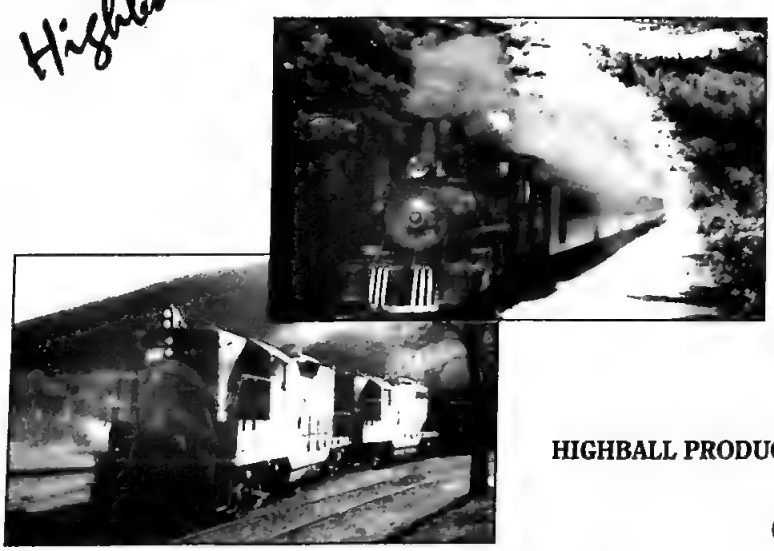
The only glaring error was the identification of Java Creek, as that trestle near Essex allows passage over the Flathead River. The bridge is so high that the river actually looks like a creek during the autumn season. Taping in the Red Eagle double track area offered plenty of magnificent fall colors along with Sheep Creek.

Amtrak gets the short end of the stick on Marias as its schedule is often too early in the morning for photography, and we do get a pre-sunlight view which I enjoyed. Then Scholl comes through minutes later with a great runby at the famous Two Medicine Trestle at East Glacier. The Amtrak train is identified as No.8, but when you visit the pass listen on your scanner for Train 1008—a number BN assigns to Amtrak so as not to confuse it with BN freight No.8.

Plenty of standard green BN SD40-2s dominate this tape, plus a handful of gray LMX units and BN "paleface" power. The best shooting shows trains working across the trestles, as these locations did not render the feeling of a quickie off-the-road shot.

Another new tape from Highball Productions!

If you've had enough of Santa Fe & UP, then check out the diversity of railroading in the North East. 1991 was a busy year for Highball Productions, and this tape shows our year in review. We saw snow on Charlton Hill, Edaville Railfan Day, Mineola in spring, Springfield Terminal, the St. Lawrence & Atlantic, BAR's F3, GATX & CP on Bow Coal Trains, an S1 on a Maine Coast excursion, Green Mountain fly ash extra's, a P&W excursion, Valley RR Railfan Day steam double header, Condot F's, a Climax at Clark's Trading Post, Conrail & CV at Palmer, GATX, CP, ST & CV in the fall, Roberval Saguenay, Hunter Tower and the corridor, and Conrail at Worcester. Full color & natural sound, professional narration. 90 minutes. $34.95 plus $3.00 S&H.



North East '91

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Time after time the photographer set up in advance, and the action and compositions are simply outstanding.

Scholl admitted to me that this work was not intended to be the definitive video on Marias Pass. But it is a surprisingly affordable glimpse of Montana railroading which serves as a delightful invitation to the Big Sky State. The only major change I'd make would be to edit the sound in a couple places and have Santa Claus bring Greg a pair of hiking boots for Christmas. Boots aside, at $19.95 why bundle up with thermals and winter coats when someone else has already numbed for you — KYLE BREHM.

"Desert Dinosaurs, The Trona Baldwins" produced by East End Productions, P.O. Box 645, Fox Lake, IL 60020, 66 minutes, $35.00 postpaid (Ill. res. add 6.5% sales tax).

When I first received "Desert Dinosaurs" I made a face and said, "Great, more than an hour of the Trona Baldwins going back and forth in front of the camera." After all, I reasoned, since the death of their famous center-cabs, the remaining trio of road switchers owned by this California desert short line hover within a few miles of home on the east end of the line doing little more than slowly moving heavy cuts of cars. I'm going to watch this for an hour?

Don't get me wrong, I like the Trona Railway, and I like Baldwins. I even rode the center-cabs when they were in charge of their road trains. But after being out there six or seven times, I knew what the scenery and photographic possibilities were, and watching switching for an hour is as exciting as watching a current day video on the abandoned rights-of-way of Newton, New Jersey. So I plunked the cassette in the family VCR, sat back and said to my wife, Diane, "Relax honey, this will only take two minutes." Five minutes later, Diane left to watch her show on another television set and didn't see me for more than an hour because I wound up watching a great railroad video.

Nah, nah, this wasn't to set you up. "Desert Dinosaurs" is something special in railfan videos; it not only has lots of train action, it's interesting, it's well thought out, the narration makes sense, the sound quality is nice and the entire production package is professionally done and not at all boring.

What makes this video so good is that it is more than just the Trona, it is why the Trona still keeps its Baldwins, why Baldwins are such tough locomotives and how Baldwin successfully, at least for a while, competed with the other locomotive builders in its line of diesel road switchers.

There are competent interviews with the management and operating people of the railway, inside-the-shop shots, long telephoto shots, wide angle shots and, what really made this tape for me, an intelligent collection of black & white and color still photographs which chronicle the history of the Trona Baldwins from their delivery back in the 1940s to the present. This same treat-

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ment is given the generic history of Baldwin and road switchers, and it is equally as well done there. (To be fair, East End Productions contacted me for some still photos, and I obliged, but I didn't have any idea of how they would incorporate them, nor was I particularly enthused about the project. In retrospect, I am glad they found my telephone number because this is a tape worth being a part of, even if just a very small part).

This current release from East End Productions is top notch, and it is one of lasting significance. Since the present era of the Trona Baldwins could change with little notice, "Desert Dinosaurs" would be a wise investment for a super documentary — DAVID C. LUSTIG.

"Santa Fe's Arizona Mainline," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333, VHS or BETA, VISA or MasterCard accepted. 80 minutes, $39.95 plus $4.00 shipping per order (Calif. res. add 8.25% sales tax).

Santa Fe's transcontinental main line through northern Arizona is the setting for some of the West's hottest railroading through some of the most varied scenery imaginable. While consisting of only two Subdivisions on the AT&SF timetable — Gallup and Seligman (plus the "Peavine" line that splits off to Phoenix), the double-track line passes through barren deserts, forested mountains and rocky canyons — all in one state! And now this region is the subject of Pentrex's latest video on main line railroading.

The program opens with views of both the eastern and western entrances to the state starting with Santa Fe's spectacular crossing of the Colorado River bridge at Topock, on the Arizona-California border. The coverage then leaps to the eastern end of the state at Lupton showing a fleet of TOFC and coal trains against the red rock cliffs that serve as a "gateway" into New Mexico. From here on, the coverage becomes a westward tour across the state spending a satisfying (but not overdone) amount of time at key locations such as Winslow, the magnificent Diablo Canyon bridge and Flagstaff.

It's just before Flagstaff where the topography abruptly changes from barren desert to thick green forest as train after train assaults the mountains of north-central Arizona. We get a quick look at the action around Flagstaff and then plunge into the forests again, pausing to check out the action at Williams Junction (where Santa Fe's Peavine line splits from the main and heads south for Phoenix). After emerging from the mountains, the coverage streaks out across the rolling hills near Seligman, heading for the town of Kingman and its namesake canyon. Several sequences of Kingman Canyon follow, and the video concludes with a brief look at the Peavine line as we follow a westbound with SD40-2/GP30 power to the crew change at Ash Fork, and the crossing of the 1902-built Hell Canyon bridge.

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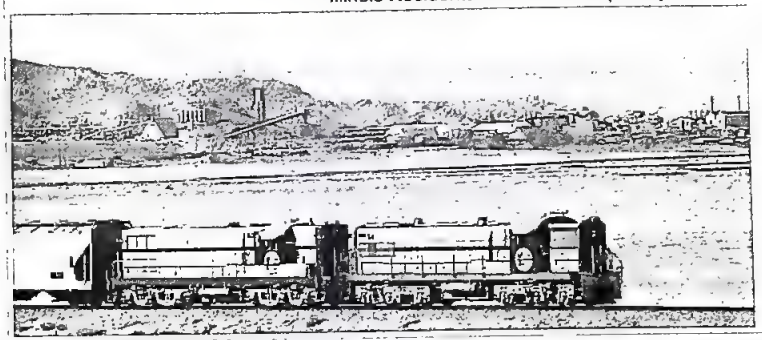

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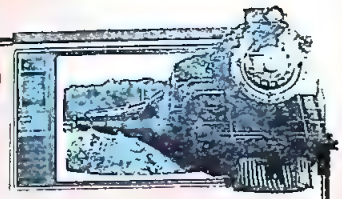

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"Classic Railroad Archives Volume IV" Three vintage railroad movies.
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2 **"End Of An Era"** Produced by Raymond Corp
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Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
1 **"On The Track"** Produced by the AAR
2. **"Milestones Of Progress"** Produced by the AAR
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fan of contemporary railroading and a "must-have" for Santa Fe fans. The coverage is well-paced and succeeds in reflecting the "feel" of this high-speed, high-density piece of railroad. And Pentrex's photography is nothing less than spectacular, placing the bright AT&SF paint schemes against the intense colors of Arizona's forests and deserts. Long lenses are used to maximum advantage, producing some strikingly dramatic images. One of these moments occurs in the rolling hills just east of Seligman during the last few golden moments of sunlight as Super Fleet SDFP45 97 leads a blue SD45-2 and a westbound "pig" train in a dramatically-long and tantalizingly-slow pan sequence. If *Arizona Highways* ever produced a railroad video, this is what it would look like. The rest of the camera work is no less impressive, though, as it is filled with sweeping curves, bridge sequences and even some pacing shots of Super Fleet GP60M 149 near Kingman.

It's interesting to note that while the flashy red-and-silver Super Fleet power is well-covered, it doesn't dominate the tape as some fans might expect. Instead, the 100- and 500-class power are kept in their proper perspective, sharing the spotlight with the larger and more varied blue and yellow fleet. And the "yellowbonnet" fleet makes quite a show of its own, too, through monster consists of seven and eight units and through the sheer variety of models that still rule the Santa Fe main lines — from rebuilt SD45s and F45s to older Geeps and new Dash-8s. Even Amtrak's *Southwest Chief* makes a few appearances.

Pentrex's editing and picture quality is up to their usual excellent standards, while the narration is pleasing and informative. For those unfamiliar with the state, Pentrex presents a map near the beginning of the program, charting the trip westward and pointing out key locations in advance. It's followed by a quick explanation of Santa Fe's train symbol system — another helpful item as most sequences include a brief identification of the trains being shown.

One noticeable omission is the mountain town of Williams, now home to the Grand Canyon Railway, but also to the Peavine line which passes by the GCRy's ex-Santa Fe depot. And the normally smooth progression across the state is interrupted at Kingman Canyon by a sudden jump west to Topock again, before returning back to the canyon. But these minor oversights are easily forgiven. While other productions might have struggled with what could be a rather imposing subject, Pentrex has proven itself to be a leader in covering today's railroading, and they've done a super job with this 80-minute tour of one of the most classic Santa Fe areas in the West. All that's missing is an interview with Chico — ELROND LAWRENCE.

We'd like you to meet...

Rich Wallace

The author of this month's Kansas City Southern feature tells his own story best:

"I was born in 1961 and was raised in Cranford, N.J., where my youth was spent watching and later photographing the Jersey Central, Chessie System, Reading, Erie Lackawanna and Lehigh Valley trains as they ran through town. The CNJ was my first 'favorite,' as it was always an underdog. My story starts with a great-grandfather who worked for the PRR for 56 years and a father who has been employed in various facets of

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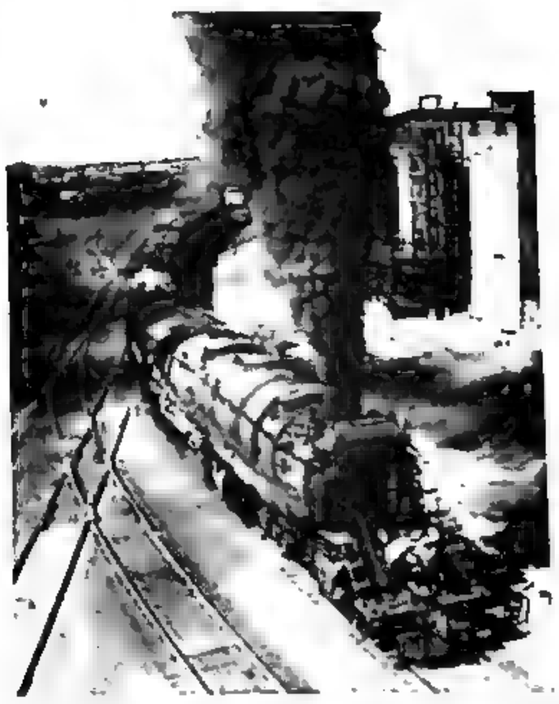
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the transportation field. My father, Donald, worked one year for the CNJ as a freight agent in Manville, N.J. I was six years old at the time and would wake up each Saturday morning at 5:00 o'clock to go to work with him just to ride the 'Manville Drill' as it switched the small interchange with the LV.

"Having graduated from the University of Maryland in 1984 with a Bachelor's degree in transportation, I was quickly hired by JC Penney as a traffic analyst in their distribution department. I've been with JC Penney for almost eight years, now, and relocated with them from New York City to Dallas in 1988. Currently, I am a project manager for JC Penney and live in Carrollton, Texas, with my new bride Suzie. I am grateful for her patience with the hobby, and she has even made a few trips with me. I'll have to give her credit, she really surprised me when she agreed to camp along the KCS in the Ouachita Mountains (she didn't realize where we were going to until I pulled into the clearing of our campsite).

It was my love of the West that was one factor that brought my wife and me together. She is originally from Salt Lake City, Utah, which is an area that I have frequented on vacations. I love the mountains and scenery of the West, which is why Texas is such a bore — but a photographer has to work with the territory. In Texas, it is either a wide angle lens with a polarizer or a long tele. I prefer morning and evening lighting and favor shooting in the winter months when the sun's low lighting is acceptable from dawn to dusk. Having relatives in Utah makes it convenient to shoot at my favorite location, Soldier Summit, and my favorite railroad, the Rio Grande (historically, another underdog). Given the choice, I would live further west. Does anyone out there need an ambitious traffic manager?

"My photographs have appeared in R&R, *Railway Age* and *Railpace*. I use a Canon A1 with six fixed focal-length Canon lenses

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ranging from 28mm to 200mm. I shoot Kodachrome 64 Professional for the same reasons Scott Snell explained in the December 1991 issue of R&R — I consider myself one of Scott's pupils. In my earlier days, I was content with the 'ho-hum 50mm wedgy,' but matured with Snell's help to understand a deeper photographic side of the hobby. The successful use of lighting and composition makes an impact and enhances your primary subject. To me, there is more to it than just the locomotive or train. I have talked to some folks that won't consider shooting Norfolk Southern or Rio Grande because of their 'ugly black paint scheme.' The challenge is to look past the paint scheme of the locomotive and use the available surrounding elements to compliment the underlying subject. Scott and I are still great friends after many years, and we get together when ever we can to shoot a few 'chromes. We, obviously, share the same opinion of the hobby.

"My other interests include camping (of course, trackside), hiking and driving, and my Bronco II has burned a ton of tread from the Southern Tier and San Patch to the Rathole, Abo Canyon, the Arizona Divide, Tennessee Pass and Soldier Summit. The Rich Mountain, Arkansas, area is a nice weekend retreat from flatlands of north Texas. I hope that those who venture there to shoot the KCS enjoy the area as much as I do.

Bill Botkin

Born and raised in Morristown, N.J., the author of this month's feature on South African Railways developed an early love affair with steam at about age three. His father spent many Saturday afternoons with him at the Morristown station watching the eastbound Lackawanna milk trains powered by 1100-class Pacifics. Those early experiences with the Lackawanna left such a strong impression that his presently-being-built HO scale layout is based on the Lackawanna around Port Morris, N.J., during the 1952 and '53 steam-to-diesel transition period.

In 1961 at the age of twelve he began experimenting with railroad photography using a Kodak Brownie to capture EL trains from the platform at Morristown. When his father noticed his photographic interest, he quickly replaced the Brownie with a used 35mm SLR. With his father's help, he also became interested in developing and printing his own black & white film.

Born 20 years too late to experience regular steam operation in the U.S., he contented himself as a teenager riding behind Reading T1 4-8-4s on *Rambles* and New Jersey and Pennsylvania tourist lines during the mid-1960s. As a college student, he worked part-time as a towerman for the Erie Lackawanna in New Jersey and the Penn Central in Michigan. During his last year at the University of Michigan, he first experienced and became fascinated with the expansive West while linesiding Union Pacific 4-8-4 8444. Within three years of that first encounter, his employer transferred him to Denver. The Rio Grande quickly became his second favorite railroad after the Lackawanna.

Not generally considered impulsive, he met and married his wife Kate within two-and-one-half months of their first meeting in 1975. While admitting to an "interest" in trains, little did Kate know to what extent. The early years of their marriage had little opportunity for railfanning while Bill was

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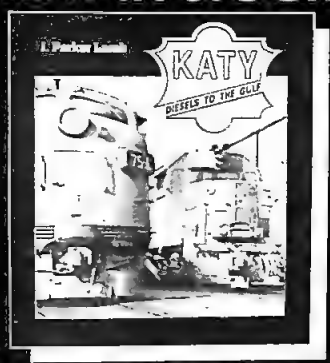

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completing a Masters degree from the University of Colorado. Nevertheless, he managed to document the passing of the *Rio Grande Zephyr* in addition to just about every UP steam excursion. As a member of the Intermountain Chapter NRHS, he worked with UP steam boss Steve Lee in the selection of photo runby locations for the many excursions over Sherman Hill in the mid-to-late 1980s.

To turn back the clock 40 years, Bill would prefer seeing a Lackawanna 1600-class 4-8-4 laboring with a heavy coal train out of Scranton or a UP Big Boy with a reefer block climbing Sherman. It wasn't until the 1980s, when steam was almost finished overseas, that he realized that he still could experience steam in regular service, hauling freight and passengers. After seeing some movies of steam in South Africa shot by boyhood friend and still frequent railfan partner "Tommy" Kelcec, he was hooked. Foreign or not, this was steam!

The first overseas trek to South Africa was in 1984 with his wife, Kate, and Tom Kelcec. Searching for steam in regular service has also taken them to China and Zimbabwe. Kate has traveled with Bill on all his overseas trips and, while not quite as avid as Bill, she does shoot her own slides and is an excellent photographer.

Wanting to "get it all," Bill shoots both black & white and color transparencies simultaneously using a double bracket. Standard equipment is a motorized Nikon F2A loaded with Kodachrome 64 and a Pentax 6x7 with Plus-X, both fitted with normal lenses. When time permits, he also shoots Super-8 sound movies and makes tape recordings. His straight forward, ¾ wedge photographic style results from a strong impression created many years ago by another long-time friend, Victor Hand. In addition to R&R, Botkin's byline has appeared in *Trains, CTC Board* and *Locomotive & Railway Preservation*, and he co-authored two Colorado Railroad Museum books: *Union Pacific 3985* and *Union Pacific-Mainline West* with Victor Hand, Ron Hill and Dick Kindig.

Bill's entire professional career has been in marketing in a variety of industries including the photographic equipment business, credit cards, cable TV and public transit, and he resides in Englewood, Colorado.

Camera Bag

BY JIM BOYD

"Ted Benson Shots"

And Other Tales of Photographic Frustration

It was April 9, the Monday following the 1990 "Spring Switch" Winterail show in Modesto, California, and Mike Del Vecchio, John Sistrunk and I were headed out to join Ted Benson and Dave Styffe for a day of railfanning on the Sierra Railroad. Ted had gotten word that the Sierra would be firing up its two Baldwin switchers and making a freight run to Standard on this day. It was still dark as we departed Modesto and drove the dozen miles northeast to Oakdale, where the Sierra interchanges with the Santa Fe and has the enginehouse where it keeps its Baldwins.

I had long been an admirer of Ted Benson's work, and this was the first opportunity I'd

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had to do any train chasing with him. It should be an interesting day, as the Sierra is one of his favorite and most familiar subjects.

Immediately upon arrival at Oakdale, things got off to a great start. The sun was just rising out of the mists of the foothills as the two green and white Baldwins, coupled nose to nose, were making up their eastbound train. With the work completed and the caboose in place — carrying Benson's kerosene markers, no less — the train paused to await the arrival of its paperwork. The Baldwins were idling as the low sun bathed the scene in a golden glow. The freight agent showed up and climbed up to the cab of the lead Baldwin; he was met at the door by the engineer, and the two carried on an extensive discussion. In that beautiful light, the two railroaders and the Baldwin created a classic "Ted Benson shot" of railroading with the human element. I could chase trains for years and never encounter such a perfect set-up, but Benson shows up and there it is.

All of our cameras are cranking furiously, telephoto and wide angle, black & white and Kodachrome. The railroaders talk and we fire away. And then, *ka-CHUNK*, I hit the end of my Kodachrome just after finishing the roll of black & white in the other camera. As I head toward the car where I'd left my camera bag, suddenly everything comes to life. The engineer settles down at the throttle, the agent jumps down to his truck, the air brakes release, the horn blasts and the Baldwins gurgle into motion. The railfans spring into action, lining up the back shot of the Baldwins smoking their way into the morning mists as a weathered crossbuck is silhouetted against the golden sky.

With two empty cameras and the car still 50 yards away, my mind screams the headline: "Benson and Company Get Shot of Day While Boyd Runs Out of Film!"

Frank Etzel is the president of the Jersey Central Chapter NRHS and a very active local railfan photographer. At the burger bash following the December Chapter meeting, Frank was relating a story about shooting stack trains on Conrail's River Line in northern New Jersey (the former-NYC West Shore line). He was out one morning near Ridgewood Park to catch a southbound double-stack that he'd heard on the scanner. As he set up on an overhead highway bridge, along came another railfan who started to whine about how he always got screwed out of that particular shot. "It was a sunny day with only one little cloud in the sky, and I reassured him that the odds were in his favor. But, sure enough, as the train approached, so did that one lonely little cloud, and the meet was perfect — the cloud and train arrived together and the shot was blown."

"I came back a week later under similar circumstances and the same guy showed up again. But this time there wasn't a cloud in the sky. It couldn't happen again. He was still complaining how he always got skunked on this shot, and I assured him that nothing could possibly go wrong.

"We heard the air horn and scanned the clear, blue sky. No clouds this time. Around the bend came a shiny new Dash 8-40CW in the Conrail Quality 'Q-Boat' livery — with the nose door gaping open! That guy was right, he really is a jinx."

It was the "nothing can possibly go wrong" discussion immediately after this tale at the diner that sparked the idea for Curt Katz' RAILFUN cartoon on page 35.

Do you remember the absolutely *worst* decision you ever made while photographing trains? Mine still haunts me.

Back in the late 1950s I had seen a photo in *Trains* Magazine of a Fort Worth & Denver 2-8-2 which had been borrowed by the completely dieselized Texas & Pacific to haul trains through a piece of flooded railroad, since a steam locomotive can navigate deep water that would short out the traction motors on any diesel. The image of that gawky Burlington Mike pulling freight through the cylinder-deep water fascinated me from that moment on.

When the Mississippi River went on a rampage in April of 1965, I thought I might get a chance to see something like that T&P/FW&D engine paddling through the floodwaters. Word reached me that the Clinton Corn Processing Company had borrowed

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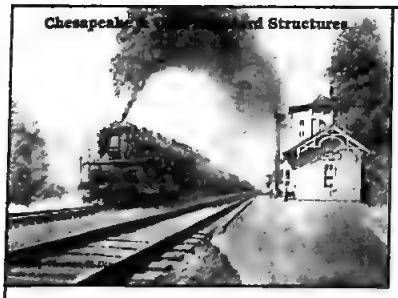

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RAILFUN

CURT KATZ

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WOO-WOOOOo
THE LIGHT! WHO TURNED OUT THE LIGHT!?
CLICK
Fuji

Lou Keller's Illinois Central 2-8-0 790 from Cedar Rapids to switch its flooded factory in Clinton, Iowa. The only problem was that I was on the Illinois side of the flooded Mississippi and it would have required a 600-mile drive to get that ten miles from Fulton to Clinton by detouring about 200 miles to the nearest intact bridge and then swinging nearly 100 miles inland in Iowa to approach the flood from the west. I later saw published photos of the 790 switching hoppers on the plant trackage. (The 790 is today at Steamtown in Scranton.)

After giving up on trying to get across the Mississippi, I was seeking out C&NW, Milwaukee Road and Rock Island detour moves in northwestern Illinois one afternoon as the floodwaters were beginning to recede. The road and rail bridges were still out at Clinton, but trains were moving over the Rock Island bridge at Davenport. Swinging northward, I'd heard that the Illinois Central and Chicago Great Western were opening up around Dubuque but that the Milwaukee and Burlington at Savanna were still flooded.

I was northbound on Illinois Route 78 headed for Stockton where the CGW had an operator on duty and I could get a line-up. Entering Mount Carroll, I made a long, thoughtful pause at the stop sign at U.S. Route 52, nine miles east of Savanna. "Should I go into Savanna to see if anything is moving?" I thought to myself. "Nah, everything's still flooded over there."

I continued north to Stockton, found out about the first westbound CGW job bound for Dubuque and got a so-so shot of the F-units going over the timber trestle south Freeport at dusk. About three hours later I learned what I'd missed.

Had I made the left turn at Mount Carroll and gone that nine miles into Savanna, I would have been the only railfan to photograph CB&Q O1a 2-8-2 4960 pulling the combined *Empire Builder*, *North Coast Limited* and various *Zephyrs* through the floodwaters. Not only was it steam in revenue service, it was the same class of locomotive as that T&P/FW&D episode! The only photos published of the 4960 pulling the trains through the water (the E-units stayed on dry track, swapping off consists on either side of the flood) were taken by a local newspaper photographer.

I was at Savanna at dawn the next day and had the dubious honor of watching three GP30s take the first train through the high water unassisted. As the red '30s pushed a bow wave down the line, I concentrated every bit of telepathy I could muster on creating a traction motor flashover. But no luck. All I got was the 4960 being moved back to the roundhouse where her fire was banked. The next day she deadheaded light back to Chicago.

But I will remember that ill-fated moment of decision at Mount Carroll for the rest of my life.

So what's the object of all of this? Not much, really, except to point out that like everything else in life, railfan photography can be an unpredictable mix of successes and failures. Or, as Mark Knoffler puts it so well, "Sometimes you're the windshield; sometimes you're the bug."

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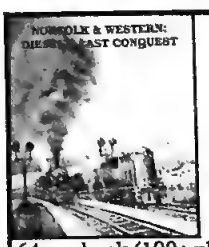

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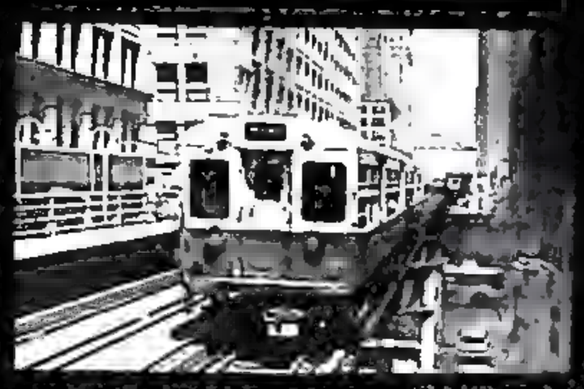

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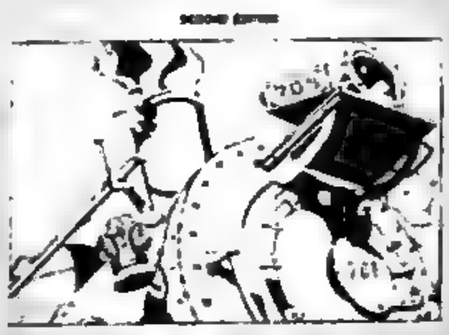

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Transit Currents

Hoboken-

Almost 500 rush-hour passengers made a trip on September 9, 1991, that was new. What is novel is the Waterfront Connection, a $16-million rail link between Newark and Hoboken. This connection is just the first step in the half billion dollar plan to improve rail access in New Jersey to the Hudson River waterfront and to midtown Manhattan by offering more options.

The Waterfront Connection, to begin with, involves twelve trains a day, eight of them during the rush hour. Eventually, all New Jersey Transit rail commuter lines will be connected together with major exchange among the various lines possible. As it is now, the Hoboken-Newark service offers a second means by rail to the Hudson River waterfront in New Jersey; the other is, of course, PATH. Residents from the New Jersey shore area, and to the south and west along the Northeast Corridor, can now take trains that run into Hoboken Terminal. This allows connections not only with PATH, but also with the growing number of ferry services on the Hudson connecting Hoboken with the financial center at the tip of Manhattan. New Jersey commuters along the Northeast Corridor bound for the financial district may find the service via Hoboken much more convenient than via Penn Station. Thanks to John C. Spychalski for the information.

"Holly Trolley Illuminations"

Robert Flack of Silver Spring, Maryland, sent in a beautiful black & white enlargment showing the Holly Trolley Illuminations display which was open to the public at the National Capital Trolley Museum during weekend evenings this past December. The popular event has drawn quite a Christmas crowd in recent years, and 1991's arrangement of lighting displays along the museum trolley route gave the riding public an added thrill and gave skillful photographers an added touch for their night pictures. Thanks to Robert Flack for the report and photo.

Skokie Swift Returns

Seattle area railfan Steve Brown returned to his former stomping grounds of Chicago on November 25 to photograph the return of the "Skokie Swift" service (page 44) to the remaining segment of the former North Shore Line Skokie Valley Route northwest from Howard Street. The rapid transit operation to suburban Skokie, Illinois, had been shut down since the summer for track work. Steve reports that on reopening day there was still some work taking place on the northbound main, so northbound runs had to use the southbound line.

Portland's "Vintage" Trolleys

Steve Morgan of Portland, Oregon, sent in photos (page 44) and the following news of the new "old" trolleys in his city. Steve reports, "After years of planning, 'Vintage Trolley' service (the official name being used) on a section of Portland's MAX/Tri-Met light rail line began on November 29. Testing of the first of the trolleys began on November 15 (page 44). Although the four cars, 511-514, are vintage-style, they were newly built by GOMACO of Ida Grove, Iowa. Their double-truck, double-ended construction is patterned after a J.G. Brill design used in 1903 for Portland's 501-510 series streetcars, better known as the Council Crest cars in honor of the famous line on which they normally ran until abandonment in 1950. In addition to their numbering, the new cars duplicate their predecessors with rattan-covered walkover seats and 'See Portland from Council Crest' exhortations on their ends.

"The new cars have primarily wooden bodies, like the originals, on top of steel frames. Their PCC trucks were assembled with parts from Boston's ex-Dallas air-electric PCCs and Chicago's rapid-transit PCCs. Despite their replica K35 hand controllers, the trolleys have such modern additions as Automatic Train Stop and Vetag equipment. Current collection is not through a trolley pole, but Tri-Met was at least able to avoid a full-fledged pantograph. The result is an unusual device looking somewhat like a bow collector but with a pantograph shoe fitted on top.

"Vintage Trolley service runs from downtown Portland to the Lloyd Center shopping center, a distance of 2.3 miles, and from the latter point, a short terminal spur has been built on N.E. 11th Avenue specifically for use by the 'vintage' streetcars. Service is year-around, weekends-only plus some holidays, 10:00 a.m. to 6:00 p.m. Between Thanksgiving and Christmas 1991, the service was daily, which may be repeated in 1992. Vintage Trolley Inc., a non-profit organization of business and local government leaders, owns the four streetcars, but Tri-Met (Portland's transit agency) maintains and operates them under contract. Most maintenance will be carried out at a new four-trolley carbarn adjacent to the Coliseum station."

Many thanks to Steve Morgan for his detailed report.

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Newark Rail Link

New Chicago Rail Line?

The Chicago & North Western Railroad wants to abandon its line that runs south from Lake Cook Road to Dempster Street in Skokie and then south from that point before turning to the west toward the Chicago Transit Authority's Jefferson Park transportation center. Some suburban officials are interested in turning this into a possible rapid transit line, which would give service from the Northbrook, Glencoe and Skokie area to Chicago's O'Hare field. You guessed it: at Jefferson Park the potential line could tie in with the existing CTA line to the air field.

Chicago may be the city of the big shoulders, and it is also the place not always slow to pick up on what appear to be good ideas. The city of Chicago has already been negotiating to buy rights to the line. As of mid-September 1991, money was being sought to do the planning and engineering studies. The concern is that the rail line would be sold off in a piecemeal fashion and would be useless as a transportation corridor. This will take a while to see fruition, but it is an interesting idea. Thanks to Fred Klinger for the news.

South Shore 33 Restored

The Chicago South Shore & South Bend Railroad received a huge injection of capital back in the 1920s under the aegis of Samuel Insull, the great utilities tycoon. One of the major investments was a fleet of steel interurban cars that served the railroad for almost 60 years. When the Northern Indiana Commuter Transportation District replaced the old fleet with new stainless steel cars, most of the famous old orange cars found their way to museums. Among those to acquire the cars was the United States National Park Service. The Park Service contracted with the Indiana Transportation Museum to restore South Shore cars 6, 107 and 33. Nos.6 and 107 are to be restored to a first-rate condition that reflects their modernized state of the post-World War II era. However, No.33 was to be returned to its appearance in 1929, which included the interior fittings and seating. Consequently, Nos.6 and 107 were restored to freshly shopped standards and shipped back to the Park Service in northern Indiana. The story was different for No.33. Much revitalization of steel work, the linoleum flooring and the upholstery took place before No.33 could enjoy a return to the way it was when it was brand new. The painstaking work has drawn admiration from many quarters, and Indiana Transportation Museum's Bruce Jarrett and Dennis Wall, along with many volunteers,

ROBERT H. FLACK

HOLLY TROLLEY ILLUMINATIONS made for great night photography during December 1991 at the National Capital Trolley Museum in Silver Spring, Md., as shown here with PCC 1101.

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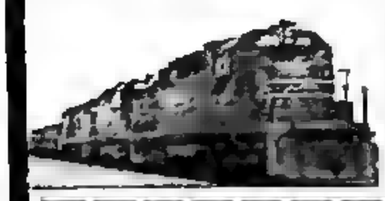

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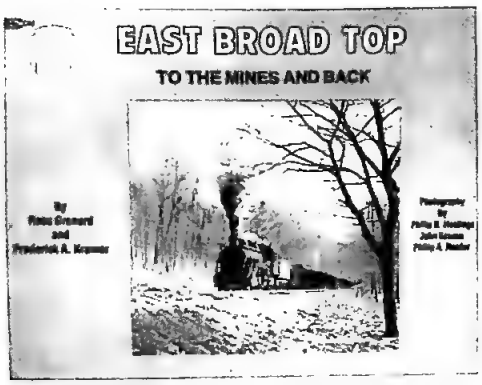

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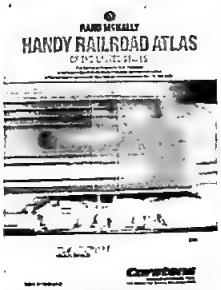

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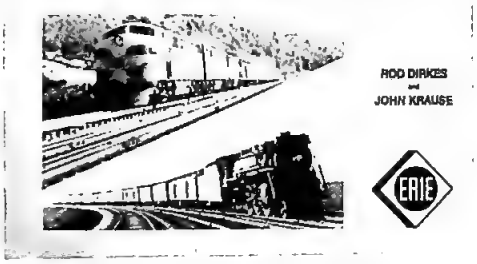

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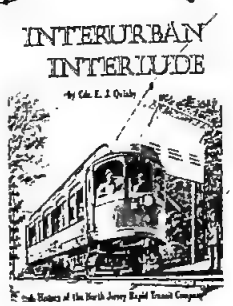

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deserve the warmest thanks and congratulations from those interested in the history of interurbans and the South Shore Line.

The Rail Foundation had a private showing of No.33 at the U.S. Steel plant in Gary on October 3, 1991. The cars are kept inside and protected from weather and vandals.

Eventually, when the national financial picture brightens, it may be possible to see the car once again operate in a special shuttle service in the National Lakeshore Park. For a brief moment, the visitors will experience a ride reflecting the high noon of the great Insull interurban. Many thanks to Bob Harris for the information.

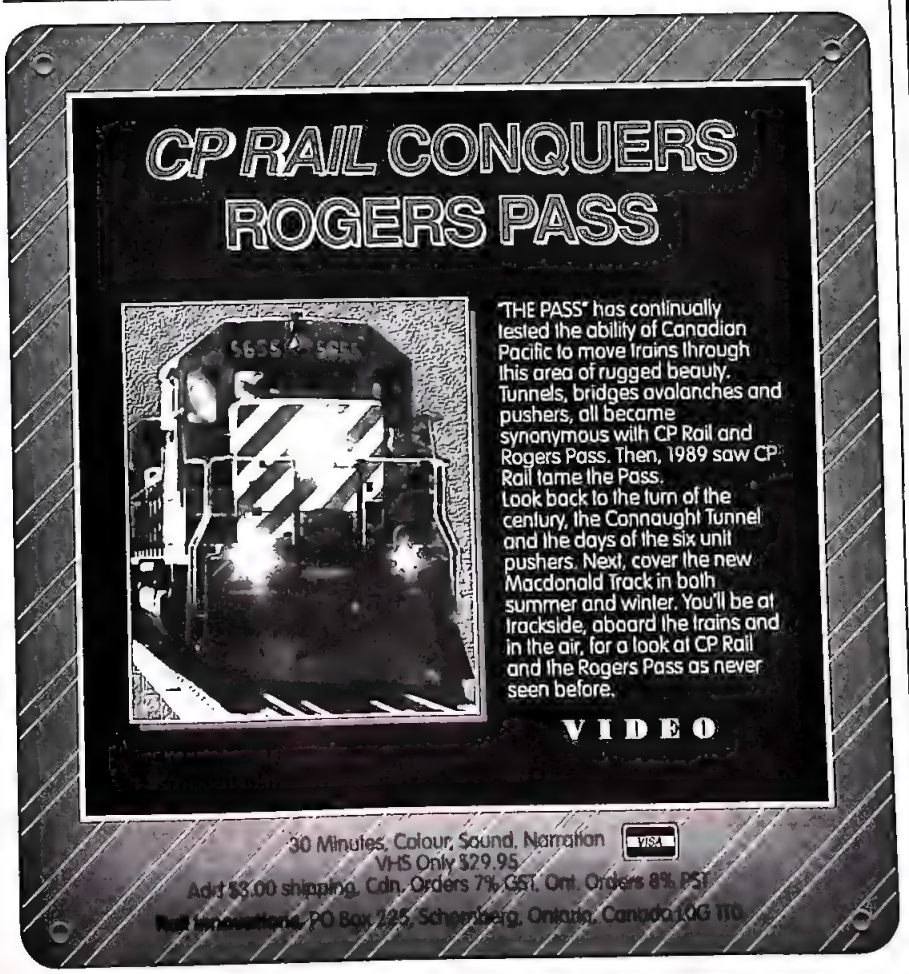
Flashes

Jason Pujo writes to inform us that the **MASSACHUSETTS BAY TRANSPORTATION AUTHORITY** board of directors has awarded contracts to begin work on an underground trolleybus line. The first section to be built will stretch from South Station to the pier areas at the harbor and is expected to be finished by 1997. A later phase will link South Station to the Boyleston Street Green Line station.

Tom Ruffin sent a "Take One" from **DALLAS** that explains the decision to build a 3.5-mile-deep bore tunnel underneath the North Central Expressway for the light rail line between downtown Dallas and Mockingbird Lane to the north. Building the tunnel rather than the original plan of putting the railway in open-faced boxes underneath the local access on either side of the expressway will speed up the opening of service by three years so that the 1996 opening date will be on target. South of the central business district, the light rail trains will cross the Trinity River bridge and then divide into two lines, one headed south toward Ledbetter and the other southwest to Westmoreland.

Some mixed news from the **MIAMI** area. The Gold Coast Railroad Museum and the Opa-Locka train station did not make the priority list for funding for historical preservation. The railroad station is one that is likely to be used by the commuter rail service in the Miami area. Meanwhile, the appeal to the voters concerning a penny tax for transit and other purposes may just have passed by the time you read this. The proposed tax in 1990 failed with the voters, but the November 1991 ballot is connected with a plan that would help improve mass transit but also be used for beaches, parks, roads, sidewalks and other infrastructure facilities that are needed for the community to function. The penny would generate $165 million a year and would allow bus fares to drop from $1.25 to 50¢, and Metrorail fares would go down to $1.00 from $1.25 for a period of four years. Thanks to Mitchell Green for the news.

Mid-August 1991 saw the last spike ceremonies for the **NELSON, BRITISH COLUMBIA,** electric tramway. The Nelson Electric Tramway Society calls the ceremony the most important milestone yet reached. Streetcar No.23 is about to receive the finishing touches so that it will be ready to go when the line finally receives power. Hooking up the electrical power system for a short test run will probably take place in the fall of 1991. Good luck to the folks in Nelson, and thanks to Hal Riegger for the news.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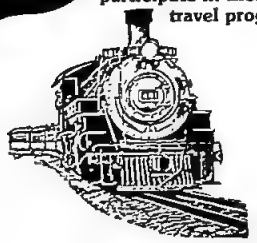

STEAM IN AUSTRIA - POLAND - HUNGARY
MAY 15 - JUNE 1

It appears that 1992 will be the last year of regular steam operation in Poland. Our trip will start with a steam special on Austria's Semmering Pass, followed by Mariazell narrow guage electric, Prag, Dresden for E. German steam Harz line, steam specials on Polish mountain lines south of Wroclaw, Krakow, Zakopane. Continue to Hungary for steam special, to Siofok, ending in Budapest.

ENGLISH RAILS IN SPRING
April 14-27

Relaxing visit to England staying in York and London. York Museum, Settle-Carlisle scenic line, Blackpool, North York Moors Ry, Severn Valley Ry, RH&D, visit to Chunnel display site, Isle of Wight. Free time in London.

SCANDINAVIAN RAILS
June 14-July 2

We will revive our classic first class rail and water excursion to the Arctic Circle. Fly to Copenhagen, ride Danish rail-ferry system. Continue to Stockholm, Silja Line ship to Helsinki, Finnish lake country, cross, Arctic Circle, Narvik, Bodo, Trondheim, Oslo, Flam and Bergen.

1992 NRHS SAN JOSE CONVENTION

Plan now to attend the annual NRHS Convention, July 22-26 in San Jose, California. Steam trips planned include UP 3985 to Stockton, SP 4449 to Sacramento and newly restored SP 2472 to San Francisco.

POST CONVENTION TRIP

On July 27, we depart for a two night stay in Reno to cover Virginia & Truckee at Virginia City and Nevada State Ry Museum at Carson City. Two nights at Ely to cover the Nevada Northern with steam and diesel specials. Provo to Denver on Amtrak via Moffat Tunnel. End at Denver on August 1 or continue on Colorado Circle.

COLORADO CIRCLE
August 1 - 9

Colorado Circle includes narrow guage Cumbres & Toltec Scenic RR, Durango & Silverton parlor car, Georgetown Loop, Ft. Collins street car, Colorado Railroad Museum.

FRENCH RAILS
October 17 - November 1

Our autumn tour of France will again concentrate on four night stays in Rennes, Toulouse and Nice, beginning and ending in Geneva. Ride TGV trains, day tour of Paris, Normandy Beaches, Mt-St-Michel, Carcassone, La Tour de Carol and the Spanish border.

GREEK RAILS
November 1 - 14

A circle rail tour of the rugged Peloponnese Peninsula with stops in Olympia, Kalamata, and Nafplia with an interesting mix of vintage motortrains, steam and ancient Greek culture. Three nights in Larissa to cover the northern narrow guage lines. Ends with five nights in Athens for sightseeing, rail interests and a three island day cruise.

For complete details, contact:

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NEW ON AMTRAK In early December 1991, Amtrak 501, the first of 20 new super cab Dash 8-32BWHs from GE (page 2), made a quick trip to Washington, D.C., and then ran from Chicago west to Los Angeles and north to Oakland. The 501's Bay Area arrival on December 10 was delayed when the unit struck and killed a person just south of Oakland. Delivery of the remaining Dash 8-32BWHs was to be completed during December.

The units represent perhaps the most drastic change in the look of Amtrak's motive power since the elimination of the "pointless arrow" and "bloody nose" in the late 1970s. From their ditch lights and wide nose back to their conventional long hood, the Dash 8-32BWHs wear a dramatic new livery that will reportedly be applied only to these units. Amtrak's first GEs since the delivery of the P30CHs in the 1970s, the 500s (same number series as Santa Fe's similar wide-nose Super Fleet Dash 8-40BWs) will be assigned to the Los Angeles pool from which they can serve on the *San Diegans*, *Sunset Limited* and *Southwest Chief*.

On December 11, the 501 and an F40PH powered the inaugural trip of Amtrak's *Capitol*, a new commuter service offering northern Californians two daily round trips (Trains 722, 723, 724 and 725) running San Jose-Oakland-Sacramento and one extended round trip (Trains 721 and 726) running San Jose-Oakland-Sacramento-Roseville. All six trains, using Horizon Fleet cars, run on SP trackage already used by Amtrak's *Coast Starlight* and *California Zephyr*. The *Capitol* was so named because it serves California's state capital, Sacramento, and should not be confused with Amtrak's Chicago-Washington, D.C., *Capitol Limited*.

With more than 30 super-streamlined "AMD-103" locomotives due in 1993 from GE, Amtrak is looking for ways to increase speeds on its Northeast Corridor. By late 1992, a Swedish high-speed push-pull electric train known as the X2000 is scheduled to begin revenue service testing on the entire Northeast Corridor. An Amtrak Turboliner will power the X2000 between New Haven and Boston, since electrification of that segment has not been completed. Built by Asea Brown Boveri, the X2000 trainset automatically tilts for better high-speed performance on curves, and each four-wheeled truck has independent, self-steering axles. On the Swedish State Railways, similar ABB-built tilt trains have been operating at 125 m.p.h. on lines normally limited to 80. Amtrak hopes the X2000 design will help increase speeds on the Northeast Corridor to 150 m.p.h., thereby cutting New York-Boston travel time from four hours down to less than three hours. Testing of the X2000 will be as part of the Northeast Corridor Improvement Project which also involves the electrification of the line east of New Haven and track improvements to ease restrictive curves along the Connecticut coast.

GECX M630M 5000 When BC Rail received its new cowl-carbody Draper Taper Dash 8-40CMs in 1990, it traded in many of its big Alco/MLW units to GE. One of them, BCR M630 705, has been rebuilt at GE's facility in Montreal as a one-of-a-kind M630M, now lettered GECX 5000. It was tested at GE's Erie, Pa., plant in November 1991 (page 2) before being shipped via NS, UP and Tex-Mex to Mexico, where it will demonstrate its new Super 7 components on the National Railways of Mexico (FNM) "for an indefinite time period." The 5000's Super 7 rebuild included complete rewiring, rebuilding of the Alco 251 engine, traction motors and mechanical drive train, upgrading of the alternator from model GTA11 (motor transition) to GTA24 (alternator transition), Super 7 style equipment blower and dynamic brake package and a check-sentry excitation and wheel slip control system — ROBERT E. LAMBRECHT.

CP C424 4200 Overhauled by CP Rail's Angus Shops in what is to be their final locomotive program before closure on January 3, 1992, MLW/Alco C424 4200 was outshopped on October 4, 1991 (page 2). This was the first "Century Series" unit produced and was delivered new to the CPR by Montreal Locomotive Works, an Alco subsidiary, on April 29, 1963, one month prior to the May 29 delivery of the first Century Series units built at Schenectady by Alco itself, an order of C424s for Erie Lackawanna.

Delivered as CPR 8300, the 4200 was constructed using parts from trade-in RS10 8474, itself an MLW product of February 1955. The more salient of the various accessories used from 8474 are the RS-style dynamic brake grid hatch and straight fuel tank. Pitted against competitor EMD's GP30 and subsequent GP35 models, also built using trade-ins as credit, the C424s were initially considered superior to the EMD products at that time by CPR, which ordered a total of 51 C424s (4200-4250) versus two GP30s and 24 GP35s through trade-in/replacement programs with both builders. The Angus Shops' overhaul program, begun in 1990, should add several more years to the longevity of the C424s on CP Rail. With most of the modern Alco/MLW units already gone, it is refreshing to note that the first unit of the Century Series has been given a new lease on life — THOMAS L. CARVER.

MILFORD-BENNINGTON The Interstate Commerce Commission has given the Milford-Bennington Railroad permission to acquire approximately six more miles of the former Boston & Maine Hillsboro Branch in southern New Hampshire which had been placed under Category 1 abandonment by Guilford. Milford-Bennington was formed in 1987 to operate the 18-mile state-owned portion of the branch between Bennington and Wilton; the six new miles of track will extend the short line east from Wilton to Milford. Principle traffic will be about 30 loads of crushed stone daily from Wilton to Granite State Concrete in Milford. Other business will include the Monadnock Paper Mills in Bennington and several potential customers in Milford. M-B operates with ex-CN SW900 7950, which CN repainted and lettered for the short line (page 74) prior to delivery in May 1989.

The Hillsboro Branch was well known in the 1950s as a last stomping ground for B&M Moguls and for its covered bridges in Hillsboro and Bennington. The eleven miles from the M-B connection at Milford east to the former B&M main line at Nashua is worked several times per week by Springfield Terminal Local NA-1 out of Nashua.

CLASS 1 SW1s The number of Class 1 carriers still rostering SW1s can be counted on one hand. Amtrak's six (732, 734, 736, 738, 742 and 745), are assigned to Albany/Rensselaer, Beech Grove, Chicago and Washington Terminal. BN's sole SW1 No.70 is assigned to car float duty on Blakely Island in Mobile, Alabama. Norfolk Southern owns ex-Southern 1002, 1004, 1006, 1007 and 1012 and ex-N&W/NKP 2105 (the Roanoke shop switcher).

And Guilford Transportation's Springfield Terminal has two ex-B&M SW1s, 1400 and 1407. The 1407 has the distinction of being the last SW1 used in I main line D service on a Class 1 railroad. The 1407 and 1400 are both assigned to East Deerfield, Massachusetts. While 1400 is restricted to yard and car shop switching, 1407 is assigned to Local ED-5, which has working limits south on the Connecticut River Line to Northampton, Mass., and east on the Freight Main to Athol. ED-5 is on duty at 9:00 a.m. Monday through Friday, and though East Deerfield Yard is off limits, SW1 1407 can easily be photographed from public property out on the road — JACK ARMSTRONG.

EMD SD35s Minneapolis has been looking a bit like Roanoke lately with Soo Line leasing six ex-N&W SD35s from EMD. The lease began early in 1991, and after a short break resumed again in late summer. The units retain their N&W numbers (1542, 1554, 1555, 1557, 1558 and 1565), but EMD logos now cover their NS markings. Despite their high noses, the SD35s have at times been assigned to the point of Soo Trains (page 74).

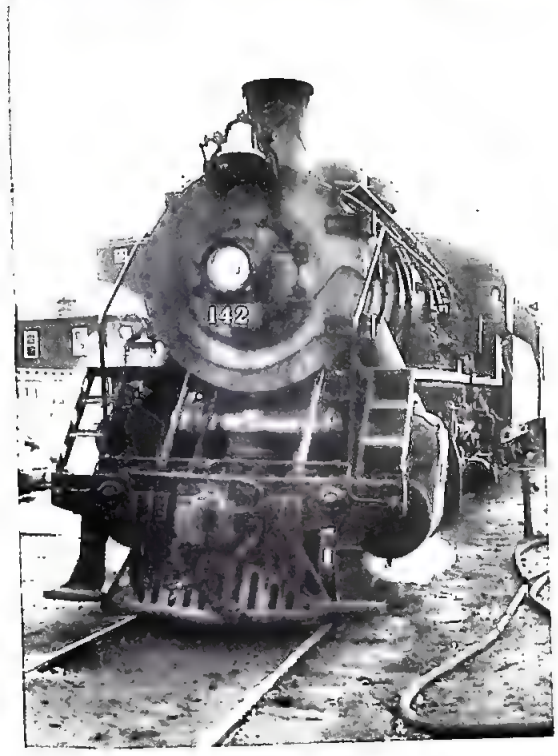
TEXAS-MEXICAN RAILWAY A second GP60 has joined the roster of the Texas-Mexican Railway. GP60 870 arrived Corpus Christi, Texas, in November (page 74), and after inspection was dispatched to Laredo on Train 7. Just like Tex-Mex GP60 869, which was built as an add-on to Cotton Belt's order for 50 GP60s in 1990, the 870 was built as an add-on to a current Norfolk Southern order for GP60s. What makes the units different is that they were built to the specs for the particular Class 1 road's order. However, since the new NS units have done away with that company's tradition for high noses and long-hood-forward operation, Tex-Mex 870 is not too different from its Cotton Belt-tailored counterpart.

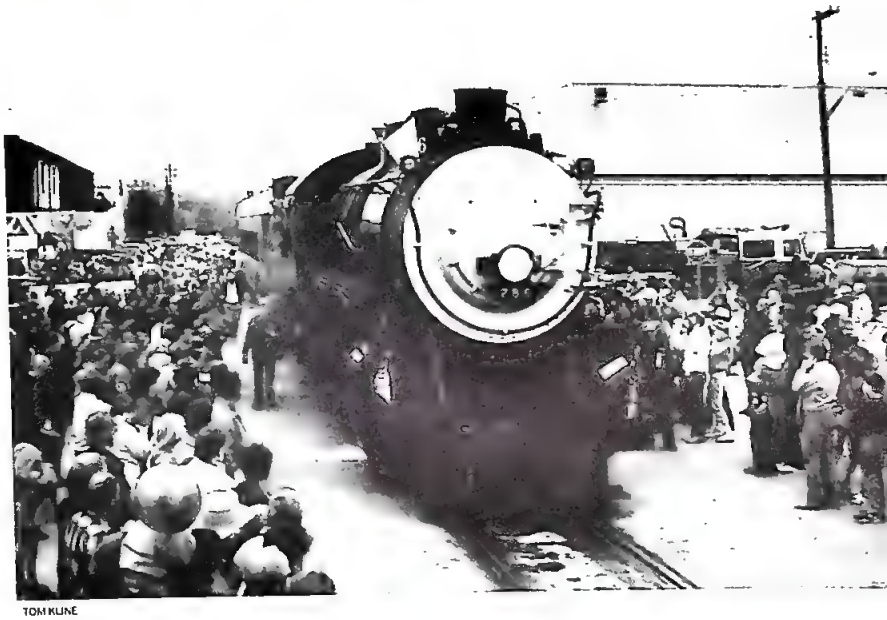
JACK ARMSTRONG

CLASS 1 SW1s are extremely rare today. On October 9, 1991, Springfield Terminal SW1 1407 was leading ED-5 south (**left**) at South Deerfield, Mass., on the rather weedy track of Springfield Terminal's Connecticut River Line. The 1407 is one of two SW1s owned by Guilford's Springfield Terminal and is among the last operated by a major railroad.

SOUTHERN PACIFIC 2-8-2 786 celebrated its 75th birthday by steaming into downtown Austin, Texas (**below**), on December 14, 1991. The 786 was built by Alco in 1916 for SP-subsidiary Texas & New Orleans, and the December 14 event culminated a three-year restoration by the Austin Steam Train Association. Break-in runs the previous week included a train of 15 loaded stone gondolas on the Georgetown Railroad at up to 50 m.p.h. Now operational, 786 will be winterized and stored on the Georgetown until February or March 1992 when it will move to a new home on the Austin & Northwestern. The ASTA has set up the Austin & Texas Central Railroad which will operate excursions three days a week on the A&NW with 786 and seven P70 coaches (from Ohio's Cuyahoga Valley Line) and a few private cars. Trips should start mid-1992, pending trackage rights negotiations with the City of Austin.

MIKE DEL VECCHIO





TOM KLINE

CHINESE 2-8-2 1647 was fitted with a temporary 142 number board and photographed at Essex, Connecticut, (**left**) for new owner Susquehanna on December 23, the day it handled its final revenue runs for the Valley Railroad. It was to be delivered to NYS&W in early January.

BROADWAY DINNER TRAIN On November 16, the operators of the Broadway Dinner Train posed their newly restored E8A 5764 at Nashville, Tennessee, for publicity photos (page 74). Afterward, the unit pulled a short train for the first time under her own power with Nashville & Eastern U30B 5340 on the rear for protection. After inspection by the FRA, the E8 was coupled to the 5340 for a test run of the dinner train to Stones River and return on November 23, then on the 24th it led a revenue trip from Nashville to Hermitage.

The 5764 (ex-MBTA 4264, nee-PRR 5764) still had a few bugs to work out before she could pull the dinner train unassisted. E8A 5794 (ex-MBTA 4254, nee-PRR 5794)has served as a parts supply, but its restoration will probably begin soon — STEVEN D. JOHNSON

CHINESE 2-8-2 1647 After the ship carrying Susquehanna's Chinese-built 2-8-2 sank in the Indian Ocean in June 1991 (October '91 RAILNEWS), plans for steam excursions on the NYS&W were put on hold while the railroad contemplated whether to order up another new Chinese Mikado or to acquire an existing locomotive from somewhere in North America. In November, NYS&W was alerted to the availability of two prominent steam engines: CNR 4-8-2 6060, which was in danger of returning to static park display, and the Valley Railroad's Chinese 2-8-2 1647, which had been originally purchased as a demonstrator with the intention of eventual resale — a process speeded up by the stagnant economy. With negotiations already under way for the Valley 2-8-2, the NYS&W made a serious inquiry about the 6060 and stirred up a "hornet's

KODACHROME 200 MIKE DEL VECCHIO

CHINESE 2-8-2 164, shown on the Valley Railroad in Essex, Connecticut, on December 7, has been bought by the NYS&W Railroad, whose own Chinese Mikado 1698M was lost at sea last June.

COLOR PRINT FORT WAYNE RAILROAD HISTORICAL SOCIETY

NKP 2-8-4 765 arrived at its new home in the Casad Industrial Park at Fort Wayne, Indiana, on November 11. The end of track marks where the door to a new shop building will soon be.

KODACHROME STEVE BROWN

THE "SKOKIE SWIFT" returned to service in Skokie, Ill., on November 25 after being shut down since the summer for track work. It's seen heading north on the wrong main as trackwork finishes up. See TRANSIT CURRENTS.

NEW "VINTAGE" TROLLEY 511 is seen entering Holladay Street at 1st Avenue in Portland, Ore., (**below**) during testing on November 15. On the 29th, two such cars began service in Portland. See TRANSIT CURRENTS.

KODACHROME STEVE MORGAN

INGERSOLL-RAND BOXCAB diesel No.90, built in 1926, was on display with a new Conrail Dash 8-40CW (**below**) during Greenfield Village Railroad Day in Dearborn, Michigan, on September 21.

COLOR PRINT DAVID R. KOVL

nest" in Alberta when those who had backed the engine's restoration learned of the provincial government's desire to put it "quietly" back into a park.

With the NYS&W and other offers for its purchase on the record, the Canadians were prompted to reconsider the 6060's future. Sensing that this could be a time-consuming process, the NYS&W completed its purchase of the 1647 from the Valley Railroad in early December. After fulfilling Christmas train duty on the Valley, with final revenue runs on December 22, the 2-8-2 is expected to be delivered dead-in-tow to the Susquehanna at Binghamton, N.Y., with routing over Providence & Worcester and Central Vermont to the Green Mountain Railroad in Vermont and the D&H south from Whitehall, New York.

Since their ill-fated Chinese Mike was slated to be numbered 141, NYS&W says it will renumber the ex-Valley engine to 142. Bill Matteson, vice president of administration at NYS&W, has been put in charge of the steam program and says the railroad would like to be running steam excursions by the spring 1992.

NKP 2-8-4 765 After spending the last two winters in the old Lima Locomotive Works in Lima, Ohio, the Fort Wayne Railroad Historical Society's Nickel Plate Berkshire 765 returned to Fort Wayne, Indiana, for the 1991-92 maintenance season. During November 10-11, the engine moved via CSX from Huntington, West Virginia, to Fostoria, Ohio, pulling revenue freight. It was then interchanged to Norfolk Southern for the final leg into Fort Wayne (towed light by diesel), marking the first time the 2-8-4 has been on NS rails since NS abruptly canceled a 765 excursion out of Fort Wayne in September 1989. Delivery was made to the Casad Industrial Park east of Fort Wayne where the FWRHS is building their own shop on 15 acres of land adjacent to the ex-NKP main. The 80' X 150' building will have an inspection pit and jacking pads built into the floor. The engine will receive some heavy running gear work and its five-year inspection before hitting the road again in 1992.

INGERSOLL-RAND BOXCAB In Dearborn, Michigan, the Greenfield Village celebrated its Railroad Day on September 21 by displaying its 1926 Ingersoll-Rand boxcab diesel No.90 in front of a three-month-old Conrail Dash 8-40CW. Powered by a 300-h.p. six-cylinder, four-cycle Ingersoll-Rand diesel engine, the boxcab is an example of the first successful diesel locomotive design and a close kin to the famous Jersey Central 1000. Built in 1926 as the IR Phillipsburg, N.J., plant switcher and demonstrator, No.90 is a 66-ton B3-4 model boxcab diesel built by the team of GE (electrical equipment), Alco (carbody and trucks) and Ingersoll-Rand (diesel engine). It worked and was stored at Phillipsburg until 1970, when it was donated to the Ford Museum at Dearborn. Today No.90 is inoperable and is a permanent museum display, but it was brought outside for the Railroad Day celebration, which drew large crowds — DAVID R. KOVL.

ANOTHER AMTRAK WRECK On December 17, Amtrak made national news again when its New York-to-Tampa *Silver Meteor* derailed in Palatka, Florida. The lead F40PH careened on its side into one house while two of the eight cars crashed into another house. Both houses were empty at the time. At least 55 people on board the train were injured. Initial reports did not indicate whether train speed, track defects or other conditions were to blame for the derailment. National Transportation Safety Board officials are investigating.

CN NORTH AMERICA With free trade agreements knocking down the commercial barriers between the U.S., Canada and Mexico, Canadian National announced in December it has integrated its freight service units on both sides of the border into one entity called CN North America. According to CN, the respective logos on its three U.S. rail subsidiaries, Grand Trunk Western; Duluth, Winnipeg & Pacific and Central Vermont, will eventually be eliminated. Although the three U.S. roads will remain intact, their operations will be more closely aligned with CN.

The single boldest move for CN North America will be its planned $140-million, 6000-foot tunnel beneath the St. Clair River linking Port Huron, Michigan, with Sarnia, Ontario. The new tunnel, scheduled to open in 1994, will accommodate auto racks and doublestacked containers. It will eclipse the area's two other international tunnels, CN's 100-year-old Port Huron-Sarnia tunnel, which runs just 80 feet from the new tunnel's proposed route, and the CN/CP Detroit-Windsor Tunnel. Both existing tunnels are too tight to permit even trailers on flatcars, let alone doublestacks. In conjunction with its new St. Clair River tunnel, CN North America will spend $9.25 million to increase clearances for doublestack traffic through the rugged terrain between Edmonton, Alberta, and Vancouver, British Columbia.

CASS' NEW CONNECTION In December 1991 the Cass Scenic Railroad completed its new connection to CSX's former Western Maryland Webster Springs line at Spruce, West Virginia. The severe flooding of the Greenbrier River caused by Hurricane Juan in November 1985 had wiped out many miles of the former-C&O line to Durbin that had been the only "outside" connection for the Cass Scenic Railroad. With CSX wanting to abandon the line north of Durbin anyhow, Cass opted to not restore the Greenbrier line but apply the disaster relief funds to improving the trackage on Bald Knob and building a new connection to CSX on the "back side" of the mountain at Spruce. On the weekend of May 2, 1992, Cass will operate excursions and hold a dedication ceremony for the new line (see TIMETABLE). It will also make the first public runs over the new rail to Bald Knob, after operating no further than Whittaker in 1991 so that the trackwork could be done. The new rail should permit them to regularly operate the huge Western Maryland No.6 Shay to the top of the mountain.

Meanwhile, a new attraction will be developed at Cass, as the Mountain State Railroad & Logging Historical Association has been authorized to begin work on "Whittaker Camp No.1." Using hardware and artifacts already stored at Cass, this project will begin with a spur track being laid at Whittaker (about half way up the mountain and the turn-around point for the regular Cass "short" trips). With the historic Meadow River camp cars being utilized as bunk houses for the volunteers working on the site, the displays will include the Lidgerwood skidder, the Mower log loader, skeleton flatcars and other historic equipment, all placed for ideal viewing and photography in a realistic setting. The siding and camp cars should be in place by spring 1992.

WARE RIVER RAILROAD On Sundays between September 29 and October 27, 1991, the Ware River Railroad operated excursions over the Mass Central Railroad (former NYC/PC/Conrail Ware River Branch) between Ware and Barre Plains, Massachusetts. The 24-mile round trips were powered by Ware River RS1 21 (ex-Maryland & Delaware 21, ex-Virginia & Maryland 21, nee-Soo 350) which is owned by T.J. Linsted Rail Services. The consist included two Mass Central coaches and privately-owned Central Vermont caboose 4014 — JACK ARMSTRONG.

EARTH TRAIN With a goal of getting the world's youth to take positive action in society, "Earth Train" has been proposed to tour the globe on a ten-year mission. The whole program is scheduled to kick off with "Earth Train USA 1992" between April 19 in San Francisco and May 6, 1992, at Washington, D.C. Intermediate stops anticipated include Los Angeles, Denver, Omaha, Chicago and New York City. Locomotives and rolling stock were being lined up in December 1991, and plans call for an initial leg behind the Golden Gate Rail Museum's SP 4-6-2 2472, although most of the run would be with diesel power.

An educational program of the non-profit Gateway Pacific Foundation, the 1992 Earth Train will have 200 specially trained "youth leaders" from around the world on board who will hold symposiums at each two-to-three day stop. The youth leaders will be comprised of teenagers with significant accomplishments and enthusiasm, whose lectures should inspire others in their age group. Corporate sponsors of Earth Train include Hyatt Hotels, Shaklee Corporation and several others. Future Earth Train tours are scheduled to go worldwide (with locally-available equipment) and include a return to the U.S. with a run from Olympia, Washington, to the Summer Olympics in Atlanta.

The Ultimate

PHOTOGRAPHY: BILL BOTKIN

Just imagine a cross-country railway excursion that traverses over 2700 miles of high plains, desert, sea coast and mountain terrain in twelve days time. Now imagine this same excursion having steam on the head end 80% of the time. Further imagine that over the course of the twelve day excursion, a total of 23 different steam locomotives comprising 14 different classes are used. Finally, imagine an excursion that is designed for the railfan photographer with numerous runpasts each day scheduled for the best scenic and lighting conditions.

It really sounds incredible. The logistics of organizing a two-week excursion like this in the U.S. would be staggering, and it would require the use of virtually every operable main line steam locomotive across the country: Union Pacific 844 and 3985, SP 4449, N&W 611 and 1218, Cotton Belt 819, Frisco 1522, Nickel Plate 765 and 587, Pere Marquette 1225, SP&S 700, Reading 2100 and 2102, A&WP 290 and C&NW 1385 plus a few ex-Rio Grande narrow gauge Mikes thrown in for good measure!Then, of course, there would be the problem of coaching stock, not to mention insurance.

Fortunately, there is a place in the world today where such a steam-seeker's dream is possible — and scheduled for 1992! It is on the railway system of the Republic of South Africa. "The Cape Mountaineer II," which will originate and terminate at Johannesburg and include main and secondary lines south to the Indian Ocean coast and mountain passes as well as extensive two-foot narrow gauge lines, is being organized for May 24 through June 6, 1992, the South African autumn, by Steam & Safaris Limited of Sheffield, England. Another trip is also being lined up for July 1992, in the South African winter for spectacular smoke effects.

THE "CAPE MIDLANDER" excursion of 1987 got under way with 4-6-2 879 on the Cullinan branch on April 12. They made a photo runby (**top**) on the return from Cullinan. Note the 4-6-2's restored "old" headlight. Westward from Pretoria on that day, the train was handled by 19D 4-8-2 2749 (**above**), cresting a grade at Xanadu.

"The Cape Midlander - 1987"

While it is obviously not possible to show you the 1992 excursion, the "Cape Midlander" trip of April 1987 will give a good idea of what to expect. While the cost of riding the trip (including meals and overnight lodging aboard the train's sleeping cars) would have been about $1200 in U.S. money, to avoid the inevitable friction between chasers ("linesiders" in South African parlance) and riders, the Railway Society (RSSA) sold a "Linesider's Kit" for about $20 that included a complete schedule of

Steam Excursions?

by Bill Botkin

For variety of routes and motive power there is no place in the world like South Africa

operations, runbys and locomotive assignments. Thus, by officially sanctioning linesiders, the RSSA avoids the "freeloader" perception about chasers and at the same time gets some financial support from them.

As the result of being a linesider, my encounter with "The Cape Midlander" began on Sunday, April 12, 1987, at the South African Railways (SAR, now renamed SPOORNET) Cullinan branch in weather that was not promising. The twelve-car train had departed Johannesburg at 4:00 a.m. behind diesels but by now is in the care of Class 16DA 4-6-2 879, built by Henschel & Sohn in 1930. The Linesider Kit is quite accurate, and the handsome Pacific pulls up and executes a runby right where we are waiting.

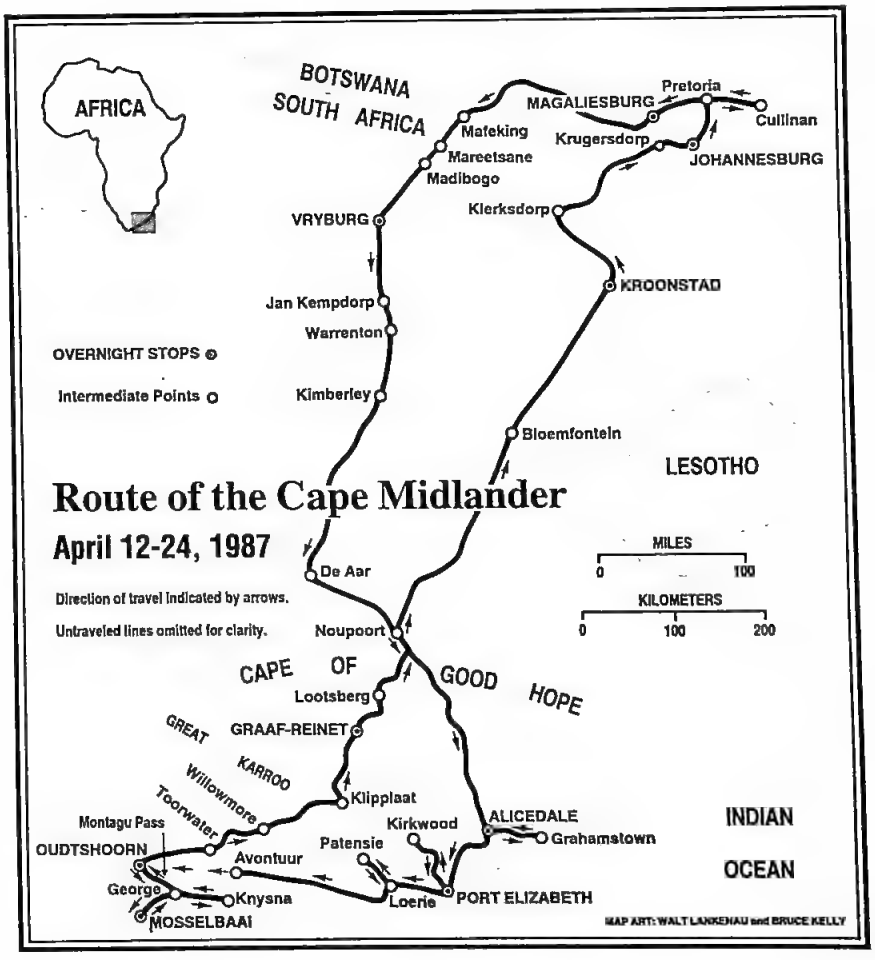
This first day will carry the run from Jo'burg to Pretoria, out the Cullinan branch and back and then on to Magaliesburg. After coming out "under the wires" to Pretoria, the Pacific was put on for the run to Cullinan (where its 3106-carat namesake diamond was unearthed in 1905 and is now a part of the Crown Jewels of England). The 879 is a bit of a jewel in its own right, having originally been fitted with Caprotti valve gear but later converted to Walschaerts.

After returning to Pretoria, the 879 is exchanged for Class 19D 4-8-2 2749 for the rest of the day's journey to Magaliesburg. The 19D was SAR's most widespread class, with 235 having been built between 1937 and 1949. Originally designed for branch service, the 19Ds performed equally well in suburban passenger service and main line workings. In 1987, the 2749 was in a handsome blue livery and assigned as one of the Pretoria shunters (station switchers) for the world famous *Blue Train*.

Because of the distances covered each day and the desire to have the first runpasts in early light, the departures are typically quite early, often between 4:00 and 6:00 a.m. These wee-hour departures make little difference for those riding, but they make for short nights for those linesiding. On this Monday, April 13, the rather leisurely 6:00 a.m. departure permits us a couple of night shots of 15F 4-8-2 3153 before its departure from Magaliesburg for Mafeking. The long run provides ample opportunity to photograph the 3153 many times.

After a tour of the Mafeking "shed," the RSSA excursion departs behind Class 25NC 4-8-4 3472. The 25NC was the epitome of SAR locomotive development in a rigid wheelbase design. Essentially scaled-down New York Central Niagaras, these 90 4-8-4s were built with water-condensing tenders between 1953 and 1955, and like the vast majority of the Class 25 condensers, the 3472 was converted to Class 25NC (Non-Condensing) following the electrification of lines where water supplies had been a problem.

As the special heads for Vryburg in deteriorating weather, it meets a regularly scheduled northbound passenger train behind another 25NC at Mareetsane. The last runby of the day comes in very low light on an S-curve at Madibogo before the train ties up for the night at Vryburg.



The "Red Devil"

Day Three of the trip (Tuesday, April 14), will feature the SAR's only Class 26, 4-8-4 3450, from Vryburg to Warrenton. The 3450 was a 1953-built 25NC that was rebuilt by the Salt River Works at Cape Town in 1981 under the direction of SAR's Assistant Mechanical Engineer David Wardale into the world's most technologically advanced steam locomotive. With two chimneys for the double Lempor exhaust, a gas-producer firebox and numerous other improvements, the 3450 in carefully documented tests consumed 25% less coal and 30% less water than a standard 25NC in freight service and showed a 43% increase in horsepower, which translated to over 5000 h.p. at 62 m.p.h. — not bad for a narrow gauge 4-8-4! Its

distinctive appearance and bright red livery resulted in the 3450 being nicknamed the "*Red Devil*." (In January 1985, David Wardale visited the U.S. to observe Ross Rowland's tests with C&O 4-8-4 614T on coal trains, and the proposed ACE 3000 computer-controlled steam locomotive was to have incorporated many of the concepts proven on SAR 3450.)

At Warrenton, the 3450 is doubleheaded south with 25NC 3454, which had been modified at Beaconsfield Shed in Kimberley to produce an "economy version" of the 3450. The 3454's most obvious change is its side-by-side double smokestack arrangement.

In 1987, there is still plenty of steam in regular service on SAR, and Beaconsfield Shed in Kimberley is assigned 52 4-8-4s — of which ten are on hand and under steam when we arrive. Scheduled to take "The Cape Midlander" south is Class 25 3511, the last operable example of a condensing locomotive in South Africa. This class was designed for the Touws River to De Aar section across the Karoo Desert of the Cape Town to Johannesburg main line. These engines retained the exhaust steam from the cylinders and condensed it back into water through radiators on the tender. It reduced water consumption by 60% and gave the 4-8-4s a range of 600 miles between water stops. With the exhaust steam trapped within the condensing plumbing, the Class 25s used a huge turbine blower on the smokebox front to draft the fire, and instead of "chugging," the engines made a jet-like "whooshing" sound.

SOUTH AFRICAN "DOUBLE STACKS" are 4-8-4s 3454 and 3450, doubleheading through Warrenton **(top)** on April 14, 1987. The rear engine is the sole Class 26 "Red Devil," while the lead engine is modified a modified Class 25NC with side-by-side double chimnies; the 3450 has fore-and-aft double stacks. The only operable condenser, Class 25 3511 **(above)**, was accelerating with a jet-like roar away from a runpast at Potfontein on the 14th. The massive 15F 4-8-2 3153 **(opposite top)** was making a "false start" runby out of the station at Groot-Marico on April 13. On the George to Knysna branch, three Class 24 2-8-4s **(opposite bottom)** were crossing the Kaaimans River bridge with the Indian Ocean in the background on April 19.

Heading south from Kimberley, we play cat-and-mouse with rain storms but end up near De Aar with a couple of fine sunlit runbys of the condenser on the road. The train still has over 200 miles to cover overnight to Alicedale, and so do we by highway. Linesiding a marathon trip like this does have its disadvantages.

Day Four (Wednesday, April 15) begins with heavy rain on the roof of the hotel and doubleheaded 19D 4-8-2s 2751 and 3348 on the branch to Grahamstown and back. After returning to Alicedale, the Port Elizabeth-bound train is handed over to two older 4-8-2s, 15AR 1850 and 12R 1505, being preserved in operating condition by the Sydenham Shed forces in Port Elizabeth.

Although Day Five (Thursday, April 16) is a "free day" in Port Elizabeth,

there is plenty to do, as Sydenham in 1987 is the largest steam shed in South Africa, with 66 engines assigned. We opt for a mixed on the 20-mile Kirkwood branch with a 19D 4-8-2 and wrap up with a doubleheader on the Alexandria branch with Class 24 2-8-4s.

Narrow Gauge

SAR "standard" or "Cape" gauge is three-foot six-inches, while "narrow gauge" is a mere two feet. This narrow gauge is not just a tourist operation, however; SAR hauls freight on a network extending roughly 150 miles westward from Port Elizabeth. Traffic is limestone year around and fresh fruit during harvest season. When first setting eyes on the roadbed of this line, I was amazed. Welded rail securely fastened to steel sleepers (ties) in a bed of thick crushed ballast: a main line in miniature.

On Day Six (Friday, April 17), the Cape gauge consist is exchanged for wooden two-foot gauge coaches, and "The Cape Midlander" leaves Port Elizabeth at dawn behind doubleheaded NG15 2-8-2 122 and NGG16 2-6-2+2-6-2 Garratt 131. The Mike, in bright red livery, was built in Belgium in 1950, while the shiny black Garratt was turned out by Beyer-Peacock in 1951 and transferred from Natal to Port Elizabeth in 1986. Both are preserved by SPOORNET for use on the famous "*Apple Express*" tourist train to Loerie.

About two hours out of Port Eliza-

beth, two spectacular runpasts are staged on the Van Stadens River bridge. At 250 feet, it is the highest two-foot gauge railway span in the world. By lunch time at Loerie, the Mike is removed so that the Garratt can have a go at it alone. The branch from Loerie to Patensie is quite scenic and upgrade much of the way. For someone whose favorite operating locomotive is Union Pacific 4-6-6-4 3985, I must admit that I was not impressed when I first saw the miniature articulateds — even if they did have the same number of wheels. However, the sight and sound of the 131 working uphill through the splendid countryside was enough to temper one's opinion of two-foot gauge Garratts.

At Patensie, a hand-operated turntable, a rarity in South Africa, turns the 131. Returning to Gamtoos, the junction with the line to Avontuur, there is time for one last photo runby in the fading afternoon light. At Gamtoos, the Garratt is exchanged for Mikado 122 for the run to Humansdorp, where the travelers spend the night. The next day (Saturday, April 18) is spent traversing the entire balance of the Avontuur line behind steam. In regular service, steam was replaced by Class 91 GE diesels here in 1983. On the relatively flat line, it's amazing to see how fast a two-foot gauge Garratt can ramble: about 40 m.p.h. on drivers only slightly larger than three feet in diameter!

Passengers are transported by motor coach from the end of the narrow gauge at Avontuur to Barandas station to rejoin the Cape gauge consist which had moved up by diesel from Port Elizabeth. It is a short hop to the overnight stop at Oudtshoorn.

Three Berkshires and a Garratt

Montagu Pass! Before the railway could connect Cape Town with Port Elizabeth, shortly after the turn of the century, it had to conquer the Outeniqua Mountains. Montagu Pass proved to be a formidable obstacle and required three years of work before it was opened in 1913. Day Eight (Sunday, April 19) would combine Montagu Pass with the largest steam locomotive in South Africa: GMAM 4-8-2+2-8-4 Garratt 4072. Of course the sun ducks behind a thin cloud as the South African "Big Boy" works grandly uphill to Oupad, passing the only place in the country that successfully produces hops for beer production. After getting skunked by the sun again, we are tempted to indulge in some of that popular South African "Castle" brand beer.

But the day is far from over. At George the Garratt is replaced by three Class 24 2-8-4s (3669, 3684 and 3627). North British turned out 100 of these American-looking locomotives in 1948, and with their Vanderbilt tenders they are often compared to the old Norfolk Southern Railroad's five "Baby Berkshires," North America's smallest 2-8-4s. The destination is Knysna, 40 spectacular miles to the east.

The Knysna branch was opened in 1928 to transport lumber, and for the first several miles it hugs the rocky coastline of the Indian Ocean. Then, after a short tunnel, it crosses the impressive high, curved Kaaimans River bridge — one of the most recognizable images of South African railroading. From the bridge it traverses wooded country before reaching Knysna on a long, low trestle over its harbor. In the afternoon, the train returns behind the 2-8-4s to George, where the Garratt takes over for the run back through George and on westward on the Cape Town main line to Mossel Bay.

After a night at Mossel Bay, Day Nine (Monday, April 20) finds our Garratt doubleheaded with yet another 2-8-4, the 3660. Although Montagu Pass appears to be the greatest obstacle between here and Oudtshoorn, it is the Great Brak Heights climb along the coast that is the ruling grade which sets the tonnage limit. The line climbs from sea level at Great Brak River to 643 feet at Outenickwa in just six miles and includes many magnificent views with the white beaches of the Indian Ocean in the background. We are not disappointed in selecting a shot near Glentana recommended by noted South African photographer Dusty Durant.

Luck is not with us at Montagu Pass, however, as the clear seacoast weather has given way to clouds and mist in the mountains. We locate a superb shot on the far side of the pass, however, and wait for what seems an eternity in perfect light. Of course, just as the train approaches, a cloud bank swiftly moves in and it starts to rain. Weather is weather, even down here.

On Day Ten (Tuesday, April 21), with the main line run from Oudtshoorn to Graaff-Reinet, we will get many opportunities to photograph Garratt 4072 running chimney-first. Even though the GMAMs were designed to run that way, SAR prefers to operate them the other way 'round to make it more comfortable for the crews when going through tunnels — like the SP's Cab-Forwards.

Out first shot, though, is for the birds. Oudtshoorn is famous for its ostrich farms and ranches, and the birds seem to cover the landscape for miles. Not being the most pleasant creatures, they can run at speeds up to 35 m.p.h. and seriously injure a human with a kick from their feet. We tried to organize a shot with the ostriches in the foreground, but wishing to stay on the other side of the fence from them made things difficult. In the end, we are concentrating so hard on trying to line up the ostriches in our viewfinders that the train steams by without any cameras being fired!

The rest of the day, however, is the "turkey shoot" we've all been hoping for with some of the finest scenery in all of South Africa. After fording a stream with the truck and hiking nearly two miles, we get a beautiful panorama near Barandas and hitch a ride on the train back to our vehicles after the runpast. The reverse is the case in the Toorwaterpoort gorge, where we ride into the canyon on the train hike back out after the runpast. This was 19D 4-8-2 country before being dieselized.

At Willowmore, it takes only 20 minutes to load twelve tons of coal in gunny sacks by hand from a lorry (truck) into the Garratt's bunker by a crew of railway workers. The 4072 makes a fine run in afternoon light to Klipplaat, where a diesel takes over for the run to Graaff-Reinet.

Sometimes called the "Gem of the Karoo," Graaff-Reinet was founded in 1786 and today is a historic town with many completely restored examples of Cape-Dutch architecture. Our late arrival and grubby linesiding clothes are not greeted with smiles by the staff of our restored hotel, The Drostdy. But

after washing up, we settle down to an elegantly prepared and served five-course supper in a candle-lit dining room.

A Poppet Pacific

Lootsberg Pass, about 60 miles north of Graaff-Reinet, is a vertical climb of 3234 feet with 2.5% grades and a popular railfan spot in steam days. Unfortunately, SAR banned steam from this area in 1987, and the uneventful trip over the pass is made behind a diesel before dawn. Later in the morning of Day Eleven (Wednesday, April 22), however, we pick up at Noupoort Class 16E 4-6-2 858. Designed by A.G. Watson, six of these were built in 1936 by Henschel of Germany with rotary cam poppet valves and 72-inch drivers for the *Union Limited* and *Union Express* between Johannesburg and Kimberley. The 858 is now preserved at Beaconsfield Shed in Kimberley.

After a lengthy delay replacing brake shoes, the 858 is northbound and puts on a less-than-spirited performance (blamed on a driver unfamiliar with the locomotive, too heavy a train and some speed restrictions). This works to the advantage of the linesiders, however, as the modest pace provides plenty of opportunities to set up for photos at scenic locations. Arriving in Bloemfontein at 10:00 p.m., the pooped poppet Pacific is relieved by 15F 4-8-2 3090 for the run to Kroonstadt, where it ties up at 4:00 a.m., six hours late.

The Last Day

For the first time in several years in excursion service, the handsome Class 23 4-8-2 3300 is to be used on a line without overhead wires. This engine is the only operating survivor of 136 locomotives built by Henschel & Berliner of Germany for main line service. Eventually displaced by the 4-8-4s, the entire class was withdrawn from service in the 1970s when metal fatigue cracks appeared in their rolled steel bar frames. The immaculate 3300 puts n a good performance from Kroonstadt to Klerksdorp, arriving precisely on time.

This is the twelfth and final day of the trip (Thursday, April 23), and for the last steam leg from Klerksdorp to Krugersdorp, the power is rotary cam poppet valve Class 15F 4-8-2 2878. After a shot of the 2878 a short distance out of Klerksdorp, we say goodbye to "The Cape Midlander" and head for Bethlehem to spend a day on one of the last lines still using 4-8-4s in regular service.

The Tradition Continues

Each year since the 1987 "Cape Midlander," various organizations have set up excursions following a similar format. The Transnet Museum arm of SPOORNET is now in charge of all of the preserved locomotives in South Africa, and numerous and varied excursion programs have been run. Of immediate interest to North American fans will be "The Cape Mountaineer II" on May 24 through June 6, 1992, and the "Zimbabwean Explorer" of July 5-17, 1992, organized by Steam & Safaris Limited (Bibury House, Riddings Lane, Curbar, Sheffield S30 1YN, England; telephone 0433 30187). Other information may be available from The Railway Society of South Africa (Box 33020, Montclair 4061, Republic of South Africa) or the Transnet Museum (P.O. Box 3753, Johannesburg 2000, Republic of South Africa).

When it comes to steam excursions, there really isn't anything like them in the world today.

A CONTRAST IN GARRATTS was provided by the huge Cape gauge GMAM 4072 making a runby at Stompdrift (**above**) in the Little Karoo on April 21 and the two-foot 131 at Gonnakop (**left**) on the 17th. 2-8-2 122 (**below**) made the run to Avontuur.

KCS

ON RICH MOUNTAIN

by Rich Wallace

PHOTOGRAPHY KODACHROMES / RICH WALLACE, EXCEPT AS NOTED

BLACK FORK MOUNTAIN forms the backdrop for the 7910-ton loaded grain Extra 745 South near Milepost 365 on November 9, 1991, with SD60s 745/723 and SD40-2 647 on the point and an SD50/SD40-2 duo pushing. On October 12, an overpowered No.6 was northbound (**below**) at Milepost 362 with two SD60s and three SD40-2s.

Kansas City Southern Lines: A network of 1683 miles of railroad linking Kansas City (also Omaha/Council Bluffs via trackage rights) from the north and Dallas from the west with New Orleans, Louisiana, and Port Arthur, Texas, to the south. Primarily comprised of the Kansas City Southern Railway and the Louisiana & Arkansas Railway, it is the realization of the dream of a one-time insurance salesman, Arthur E. Stilwell, to provide the fastest means of transportation from Kansas City to the Gulf of Mexico. The main line of the KCS runs from Kansas City to Port Arthur and is divided into seven subdivisions. At Milepost 338 sits the small town of Heavener (Heev-ener), Oklahoma, and the beginning of the KCS' Fourth Subdivision. The first 40 miles of the Fourth Sub will bring the KCS up and over Rich Mountain in eastern Oklahoma and western Arkansas. This line is carved through the scenic Ouachita (Wash-i-taw) National Forest at a long steady 1.5% grade. After cresting the summit of Rich Mountain, it is 55 miles of mostly downhill running into DeQueen, Arkansas, the south end of the Fourth Subdivision.

The "Southern" in KCS

Arthur Stilwell started building the Kansas City, Nevada & Ft. Smith Railroad in 1890 with his sights on the Gulf harbor town of Port Arthur, Texas. Stilwell was developing Port Arthur (named for himself) with the hopes of building it into a flourishing port city. In the early 1890s, Stilwell's railroad forged southward out of Kansas City and in mid-1893 reached Joplin, Missouri. By this time, the railroad had been reorganized and renamed the Kansas City, Pittsburg & Gulf.

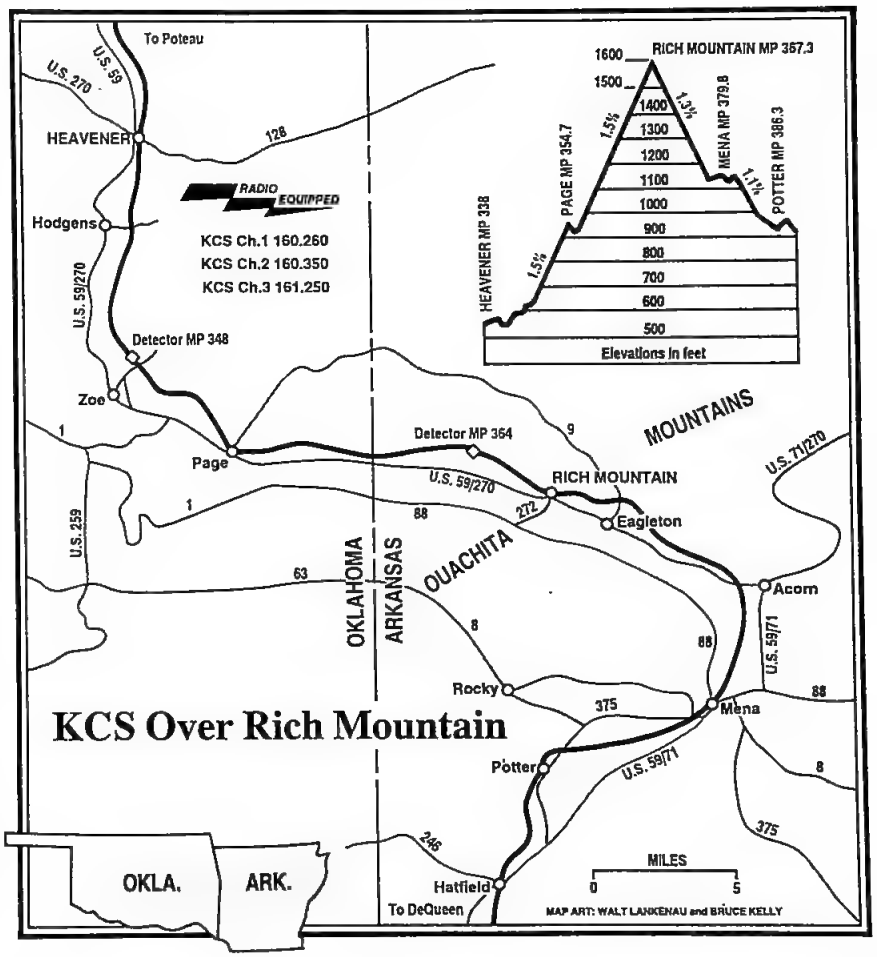
While building the KP&G in 1892, Stilwell purchased the Texarkana & Fort Smith Railroad in an effort to use existing lines to fulfill his dream. The T&FS ran northward from Texarkana, Texas, to Little River, Arkansas. In the same manner, Stilwell purchased the 50-mile-long Kansas City, Ft. Smith & Southern in October 1893 to bring the KP&G from Joplin into the middle of the Ozark Mountains at Sulphur Springs, Arkansas. At that point, a large gap separated the KP&G and its sister T&FS. However, due to poor economic conditions, the construction of this portion could not be continued without new investment. Stilwell, forced to raise capital, found some willing investors in the Netherlands to underwrite the completion of the KP&G. When construction finally began on this section of railroad in 1895, it crossed Rich Mountain by weaving between Oklahoma and Arkansas. Nearly two years were required to complete this section. While Stilwell worked on this segment, he also headed south from Texarkana into Louisiana toward Port Arthur. The final spike was buried into a tie near Mauriceville, Texas, on September 11, 1897, completing the Kansas City, Pittsburg & Gulf, the most direct route from Kansas City to the Gulf of Mexico.

Unfortunately, the KP&G quickly headed into hard times. Stilwell constructed this railroad at a very high cost and inadequately equipped it with locomotives and rolling stock. These circumstances led to the loss of a considerable amount of business and in 1899 drove the KP&G into receivership. On April 1, 1900, the KP&G emerged from bankruptcy as the Kansas City Southern Railway Company. As part of this reorganization, Arthur Stilwell was forced to bow out of the new operation.

The KCS was more fortunate than its predecessor. Never in Stilwell's wildest dreams did he imagine the events that would propel the KCS into prosperity. The KP&G was built for Midwestern farmers to provide the shortest, least expensive route to the Gulf. However, the KCS quickly realized that agricultural traffic was both seasonal and unpredictable. In addition, Port Arthur was not blossoming into the port that Stilwell had intended it to be.

The fortunes of the KCS were realized on January 10, 1901, when Anthony F. Lucas discovered "Texas Tea." It was Lucas' Drill No. 9 that shot the 200-foot geyser into the air near Beaumont, marking the birth of the petrochemical industry in southeast Texas and Louisiana. The KCS was provided with opportunities that Stilwell could never have imagined when he built the KP&G across the bayous in this corner of the Mid-South. Lucas' discovery has consistently made a significant contribution to the solvency of the KCS. Even today, 27% of KCS operating revenue is generated from the oil-related industries that cover this portion of the Gulf coast.

The KCS did not see any further major expansion until October 20, 1939, when it acquired controlling interest in the lumber hauling Louisiana & Arkansas Railway. The L&A operated from New Orleans through Baton Rouge to Shreveport, Louisiana, here it interchanged with the KCS. The L&A also ran north to the forests near Hope, Ark., from Alexandria, La., and west from Shreveport to Dallas, Texas. Much of the Louisiana & Arkansas trackage west of Shreveport was purchased ten years earlier from the Missouri-Kansas-Texas Railway of Texas. The KCS/L&A merger offered something for both railroads. The L&A needed an outlet to the north, and the KCS desired direct access into northeast Texas, especially Dallas, and a route into the larger southeastern Louisiana ports. Each railroad continues to maintain its corporate identity under the banner of today's Kansas City Southern Lines.



40 Miles of the Fourth Sub

Of the seven subdivisions of the KCS Railway Co., only the Second, Third and Fourth subs have what can be considered a mountainous profile. The terrain on the First Sub (Kansas City to Pittsburg, Kan.) is relatively flat, as is the northern portion of the Second Sub (Pittsburg to Watts, Ok.). However, the last 60 miles of the Second Subdivision is one grade after another over the Ozark Mountains in southwest Missouri, northwest Arkansas and eastern Oklahoma. The ruling grade between Neosho, Mo., and Watts is 1.8% in each direction. This roller coaster profile continues on the Third Sub (Watts to Heavener) from Watts to Stilwell, Ok., where KCS starts a smooth descent varying from .9% to .4% into Heavener.

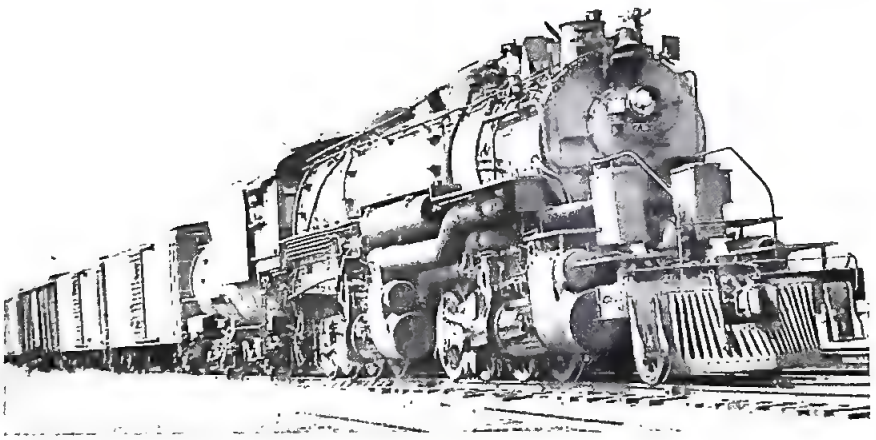
KCS
ON RICH MOUNTAIN

The Fourth Subdivision covers 94.9 miles from Heavener, Ok., to DeQueen, Arkansas. Heavener is an important crew-change point, with a small yard, engine facility and main line fueling rack. Today the KCS runs inter-divisional trains with crews working through from Pittsburg, Kan., (through the old crew change at Watts, Ok.) to Heavener and south to Shreveport (previously changing at DeQueen). The fueling rack splices the main line at the north end of the yard and primarily services unit coal trains and local power. Heavener is the junction point of KCS subsidiary Arkansas Western, which operates 31 miles east to Waldron, Ark., on an as-needed basis. The Arkansas Western serves Tyson Chicken, Mersman Furniture and two wood yards in Waldron. A few years ago, the AW's staple motive power was GP30s. Today it generally operates with the KCS' fleet of GP38-2s.

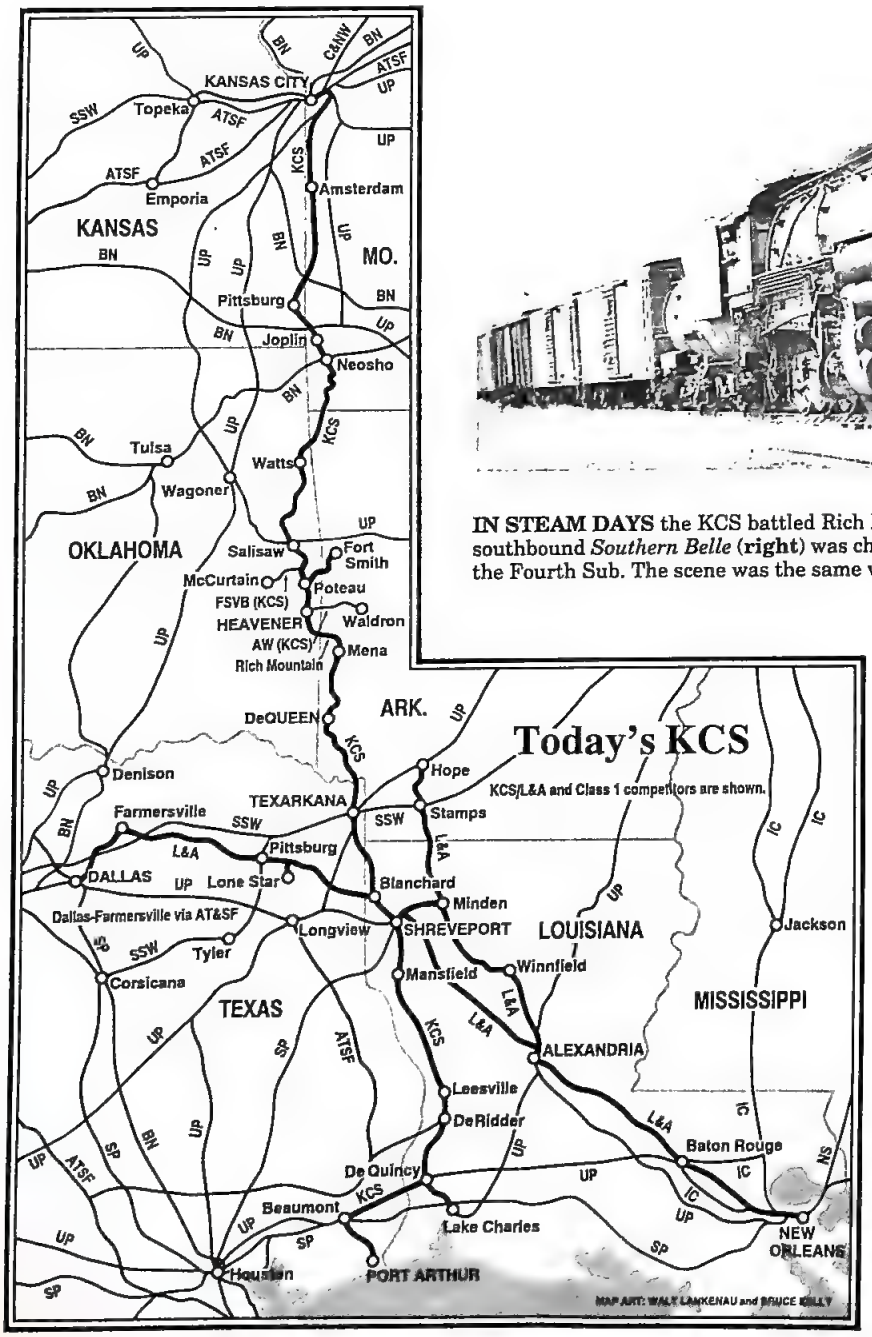
From Heavener (elevation 550 feet, MP 338), the Fourth Sub heads south into the Ouachita Mountains. A steady 1.5% ruling grade begins just south of Hodgens, Ark., (elev. 525 feet, MP 342) up to the summit at Rich Mountain, Ark., (elev. 1600 feet, MP 367). The Fourth Sub is a single track CTC-DTC line with passing sidings located at Page, Ok., (elev. 900 feet, MP 355) and Rich Mountain. The grade takes a short dip and becomes almost level at Page and then continues on to the summit at a 1.5% grade. After cresting Rich Mountain at Milepost 367 and 1600 feet of elevation, the single track descends at 1.35% for 13 miles into Mena, Ark., (elev. 1125 feet, MP 380).

While the grades on the Fourth Sub are steep, most trains do not require pushers. Southbound coal and grain trains, however, are always a safe bet to receive a boost at Heavener. Pushers are usually cut loose just south of Hatton at Milepost 404. The KCS no longer employs the use of Remote Control Slaves and Masters as they did in the late 1970s and early '80s. None of the new SD60s have been designated masters or slaves.

JACK AMERY



IN STEAM DAYS the KCS battled Rich Mountain with 2-8-8-0s like the 757. In 1968 the southbound *Southern Belle* (**right**) was changing crews at DeQueen, Ark., the south end of the Fourth Sub. The scene was the same with a freight (**top right**) in 1987.



Railfanning the Fourth Sub

It is actually 41.8 railroad miles from Heavener to Mena, although "40 miles" makes a better blurb for the article. For the most part, U.S. Highway 59/270 parallels the KCS from Heavener until you reach Acorn, Ark., where the highway crosses the railroad at grade. This highway is a paved, well maintained two-lane road with ample photo opportunities along the right-of-way. The KCS runs through a valley in the shadows of Rich Mountain, which peaks at 2681 feet. This area is a very beautiful with the mountains covered primarily with evergreen with some deciduous trees. Fall colors arrive in mid to late October but still pale in comparison to

SCOTT SNELL

JIM BOYD

the vivid colors of the East — although this area does bring back memories of the days I spent back in the lush green mountains of Virginia, Maryland and Pennsylvania.

The maximum speed limit on the Fourth Sub is 40 m.p.h., but depending on the train, the uphill climb is usually a slower 25 to 30 m.p.h. pace. It takes a little over an hour for a train to ascend from Heavener to Rich Mountain. Unit coal trains are restricted to 35 m.p.h. The Fourth Subdivision sees an average of eight to twelve trains per day depending on the movement of coal and grain. Trains 9 and 10 are the hotshots on the KCS with a mix of intermodal and general merchandise on a tight 24-hour schedule between Deramus Yard in Shreveport and Kansas City. Southbound Number 9 is generally an early morning train out of Heavener, while No.10 arrives in the late afternoon or early evening hours.

As the Fourth Sub runs south out of Heavener it is accessible by road in only a few locations. As you drive south on Highway 59/270, you'll notice the KCS in a few locations until you reach the hamlet of Zoe. At this point the railroad runs off onto a ridge away from the road until Page siding. For the next 25 miles, the KCS runs in an east-west alignment until you near Acorn. This alignment provides equally good angles for most trains in either direction on a railroad that usually runs north and south. At Acorn, the KCS again takes a more southerly turn toward Mena and DeQueen.

Chasing a train on this section of the Fourth Sub is relatively easy and will please those who shoot with teles or wide angle lenses. One nice characteristic of the Fourth Sub is its being void of telegraph poles. Unfortunately, the line does not have any major river crossings, tunnels or overhead bridges to enhance your photographs. For those with scanners, the KCS' road frequencies are 160.260 and 160.530, while the dispatcher's frequency is 161.260 MHz. You will find the talking hotbox/dragging equipment detectors located at Mileposts 348, 364 and 385 a great help in monitoring train activity in the area. When trains are around, chatter is usually very good as Heavener yard and the Shreveport dispatcher will ask for the location of any traffic. As always, careful reconnaissance and planning will yield excellent results.

Motive Power Summary

The predominant motive power on the Fourth Sub is the KCS' new fleet of SD60s in their attractive gray and red with yellow safety stripes on the nose. Mixed in are older SD50s, SD40Xs and SD40-2s, with four-axle power holding down "local" assignments in the area. The four SD40X locomotives (700-703) were the prototypes for the introduction of EMD's SD50 and are unique to the KCS, which in September 1979 was the only railroad to take delivery of them. In May 1981, the KCS was also the first to receive SD50s (704-713). With the retirement of all SD40s and some weary SD40-2s, the blinding white paint scheme that they have worn becomes history. The very attractive gray, red and yellow paint scheme that emerged in 1988 is quickly replacing these "ghost" units.

Points of Interest

While the area between Heavener and Mena is mostly unpopulated, Queen Wilhelmina Lodge and State Park is located near Rich Mountain. This lodge was originally built by the KP&G around the turn of the century as a retreat for rail passengers. Financed mostly by the railroad's Dutch investors, the resort was named after the Netherland's young queen. A royal suite was built with the hopes that she would visit this lodge. Unfortunately, the Queen never did visit — and neither did most other vacationers. The original lodge closed a few years after construction, and the building fell into ruin. The land around the lodge was purchased in 1957 as part of a state park, and the lodge itself was completely reconstructed by 1963. Accommodations include 38 guest rooms ($45-$80 per night) and a restaurant, as well as an area for campers. For reservations and information call 800/447-4178.

If you intend on staying for a few days and do not find Queen Wilhelmina State Park appealing, your best bet for food and lodging is Mena, Arkansas. You will find ample eateries and a few motels located along Highway 59/71. Another point of interest to KCS fans is the beautifully restored Mena passenger station, which is located along Highway 59/71 in downtown Mena. Heavener does have one motel opposite the yard, but dining is very limited.

What's Down the Line?

Over the past decade, there has been a significant increase in the amount of Powder River Basin coal shipped over the KCS. Coal is another commodity Arthur Stilwell never envisioned his railroad would haul, but it now accounts for nearly one-third of KCS revenue. Currently, six utility plants receive shipments from the KCS via Burlington Northern. The volume of coal traffic varies, but normally ten trains weekly roll south on the Fourth Sub to Southwestern Electric Power in Welsh, Texas, as well as Gulf States Utilities in Mossville, Louisiana. Coal is one of many reasons that the KCS infrastructure had to be entirely rebuilt in the mid-'70s. Motive power on these coal trains will generally be a mix of KCS and BN. While KCS SD60s are usually on the point, BN SD60Ms are becoming common, along with Oakway SD60s and other BN Alliance, Neb., pool power. The KCS does have one major on-line source of coal located on the L&A in Monticello, Texas, which makes shipments to the Texas Utilities plant in Sulphur Spring. This utility plant has also been testing Wyoming coal.

The KCS continues to handle a significant amount of petro-chemical products as well as forest products, farm and food products and minerals. Intermodal is not as significant on the KCS as on most Class I's (only 6% of total revenue), primarily due to the railroad's north-south alignment. The KCS does not participate in a large volume of east-west intermodal traffic, except for a daily train in each direction between Dallas and New Orleans in connection with the Santa Fe. Double-stack traffic on Trains 9 and 10 has been established between New Orleans and Kansas City with imported coffee being the primary northbound commodity.

A David in the land of "Big 7" Goliaths for some time, the KCS is slightly larger than some "regional" railroads, and its parent KCS Industries attempted to

THE 1600-FOOT SUMMIT of Rich Mountain has just been crested by Extra 715 South on November 9, 1991. Northbound Number 10 (**opposite top**) was coasting downhill at Page Siding on March 27, 1988. The white units are now becoming rare. Later that same day, the golden evening sun illuminated loaded coal Extra 610 South (**right**) near Milepost 365.

KCS
ON RICH MOUNTAIN

gain control of Southern Pacific in 1987 but lost to Rio Grande Industries. Meanwhile, the KCS has always desired better connections with major Eastern railroads. While it does connect with Norfolk Southern over the Kansas City gateway as well as NS and CSX in New Orleans, the KCS has continually sought to gain access to longer revenue hauls. It would like to expand through the purchase of line segments that make sense and provide synergies. At the same time it wants to avoid takeover attempts by other railroads, while continuing profitability through on-line plant expansions, increased carloads and continued reduction of expenses.

The Kansas City Southern has historically been a very stable railroad. It has developed a well maintained infrastructure and should have a bright future. Time will tell if its size, geographic alignment, traffic base and "friendly" connections can keep the KCS running its new gray, red and yellow diesels over the 40 miles of the Fourth Sub.

I would like to thank Charles Pitcher and Jan Armstrong of the Kansas City Southern for their assistance in the preparation of this article — RICH WALLACE.

North to Alaska —

A train ride to the Arctic aboard a Princess Tours "Ultra Dome"

Somewhere north of Seattle and west of Canada is the state of Alaska. The 49th in the Union, it is the largest and most remote of them all — and in a contest it would probably rank second from the bottom in main line railroad action, beating out only Hawaii. That's because in a state two and a half times the size of Texas there exists only a handful of active railroads: the tourist remains of the narrow gauge White Pass & Yukon Route; a couple of seasonal, on-again, off-again switching operations scattered in small coastal hamlets, and, the biggest and most mysterious fish of them all, the Alaska Railroad.

A railroad built by the federal government and now owned by the state it serves, most of us couldn't say what the Alaska's revenue is, what it operates with or where it goes.

And that's a shame. Because from the seaports of Seward and Whittier to Anchorage and Fairbanks there exists a steady stream of freight and passenger trains, unit trains and RDCs. The truly exotic motive power (shrouded RS1s made into cab and booster units and Alco MRS1s) are gone, but today's fare still holds a few surprises including not-so-common GP49s, a solitary GP30, second-hand GP40s and the last vestiges of the first generation power in the form of an F7B, some E booster units made into heater cars, a chopped-nosed GP7 or two and some Budd RDCs. Not bad when you think of the average main line roster in the lower 48.

Back in 1969 I spent twelve dismal months on top of a mountain defending America as a radar operator at Murphy Dome Air Force Station, about 30 miles west of Fairbanks. I had seen a tantalizing sample of the Alaska Railroad at that time and wanted to return under more civilized conditions. At the same time, I didn't want to alienate my wife Diane. She knows she married a train fan. She's glad I have a hobby and is more than happy to sit in the car by the side of the road as I snap a train picture. But I also knew if I took her to Alaska and did nothing but chase trains, either I would come back a bachelor or she a widow. Wanting to strike a happy medium, I found what was for us the ideal answer, a week-long Princess Tours *Midnight Sun Express* rail and bus package which combined plenty of Alaska sightseeing and a two-day trip on the Alaska Railroad in absolute luxury — all winding up in an above-the-Arctic-Circle adventure that made everyone happy, even if the last town on our stop had the ominous name of Deadhorse.

Welcome to Alaska

An Alaska Airlines MD80 had gotten us from Burbank, California, to Seattle this morning and an Alaska 727 to Anchorage by late afternoon. It is June 8, 1991, and I have a good feeling about this trip, perhaps because looking out from our ninth floor hotel room this first evening I can see an Alaska Railroad unit coal train heading for the port of Whittier. Up here in the summer, the sun almost never sets.

The next morning, a three-hour, 25-mile Anchorage city tour, part of the Princess package, began our sojourn. We listened quietly to Sioux Wiff, tour guide and driver of the motor coach (she told us it was not a *bus*), tell all about this 250,000-population oasis, which boasts two newspapers and nine McDonalds.

I recount this adventure to you only because a few minutes into the tour we hit the railroad jackpot. Traveling on the old road which connects Anchorage to nearby Elmendorf Air Force Base means going right through the middle of the Alaska Railroad yard. Even here, unfortunately, railroad security police shoo fans away, but the good news is that the streets that encircle the area make almost everything readily available with only the barest of telephotos. Within easy photographic reach were RDCs, lots of older stored passenger cars, one of the last GP7s, a couple of GP40s and a GP49.

It was also during this bus tour that we stopped at the Anchorage Museum. No, don't jump down a few paragraphs; stay with me. Besides being a superb museum of Alaskan history (there are a number of excellent full-scale dioramas of life in Alaska, from early native times to military life during World War II) there is a superb collection of railroad artifacts and photographs and a fascinating HO scale railroad diorama of the twelve-stall Anchorage roundhouse, circa 1925. Add scores of rare railroad photos such as the Wild Goose Railroad out of Nome circa 1900 and Alaska Railroad sternwheelers, snowsheds and steam photos, and the museum turns out to be a great visit.

Train Ride: Day One

Monday, June 10, is a gorgeous crisp morning to go for a ride, and despite being almost the middle of June, the chill in the air demands a warm jacket. As my wife settles down in one of the two Princess Tours "Ultra Dome" cars, I excuse myself and hustle to the front of our Fairbanks-bound Alaska Railroad Train Number 1 to have a look.

With the completion of a paved highway between Fairbanks and Anchorage, not too many state residents are on board anymore, that job being taken over by a three-day a week RDC accommodation run to Hurricane Station which stops whenever and wherever needed to take care of the locals. Thus Number 1 is almost all tourists.

Up front idles a pair of Alaska Railroad GP40-2s followed by a baggage car, a coach, a diner, a dome and another coach. Right behind them are four full-length domes owned by Westour (a subsidiary of The Gray Line), another Alaska tour operator which has its own private rail cars in a similar operation to Princess. Pulling up the rear of the train are the two Princess cars.

The first couple dozen miles out of Anchorage are all curves, as if a modeler was instructed to build a layout without the benefit of straight track. City quickly falls to country in Alaska, and green underbrush and trees clash readily with clear blue smogless skies. The farther Anchorage is left behind, the more we realize the true remoteness of the land, virtually unpopulated save for small townlets and villages, the only positive symbol of continued civilization being the train itself.

"You have to have a sense of adventure," explains Princess Tours car manager Eileen Lindau, 30. Originally from Boston and with a degree in Social Work from the University of Alaska, she will be in command of her two cars from May 25th to September 15th for the company. Based in Anchorage, she and her crew will work two days on, one day off, two days on and then three days off.

Her crew, not including herself, is a dozen strong, with two host guides, two bartenders, four food servers, two chefs and one dishwasher. Together, they will

In Style!

by David C. Lustig

cater to 190 people when the day's load is full, keeping them watered, fed, entertained and, most importantly, happy. For being a seasonal employee, she will receive no health benefits, work for hourly wages, make just into five-figures for the summer, "and," she says smiling, "we get a Princess cruise."

That doesn't sound too bad. Of course, she, like the other car managers when it is their work day (there are four working the Anchorage to Fairbanks run this summer) will arrive at the Anchorage yard at 5:45 a.m. to begin the day. In a few minutes the rest of the crew will on board, getting the generator humming, the heat on, coffee brewing and everything spotless before the first passengers begin arriving, usually between 7:45 and 8:30 a.m. While this day's passengers will get off the train just past mid-way to Fairbanks at Denali Park, the crew will still be on duty, picking up the previous day's load and shepherding them to Fairbanks. The day is done by about 8:15 p.m., where they wearily head to company-provided apartments.

Sitting in the downstairs dining area, taking a brief break, Eileen says she loves her job. Wouldn't trade it for the world.

"The passengers make these trips," she says. "They enjoy the ride and are interested in what's going on."

Crew members are trained in CPR (the heart attack kind, not the Canadian railroad), know ways to cure motion sickness — Eileen recommends bitters and water or a flat Coke — and just plain work very hard at keeping everyone happy, even when on one trip

EKTACHROME: DAVID C. LUSTIG

HEADING NORTH into spectacular mountain scenery, the GP40-2s on Number 1 are viewed from the baggage car door on June 10, 1991. With its pair of Princess Ultra Domes (a kitchen car and an obs) on the rear, southbound Number 2 meets a northbound freight with five units led by GP49 2801 at Clear (**below**) on June 25, 1991.

KODACHROME: STEVE BROWN

she had 45 people singing "Good Night Eileen" to her.

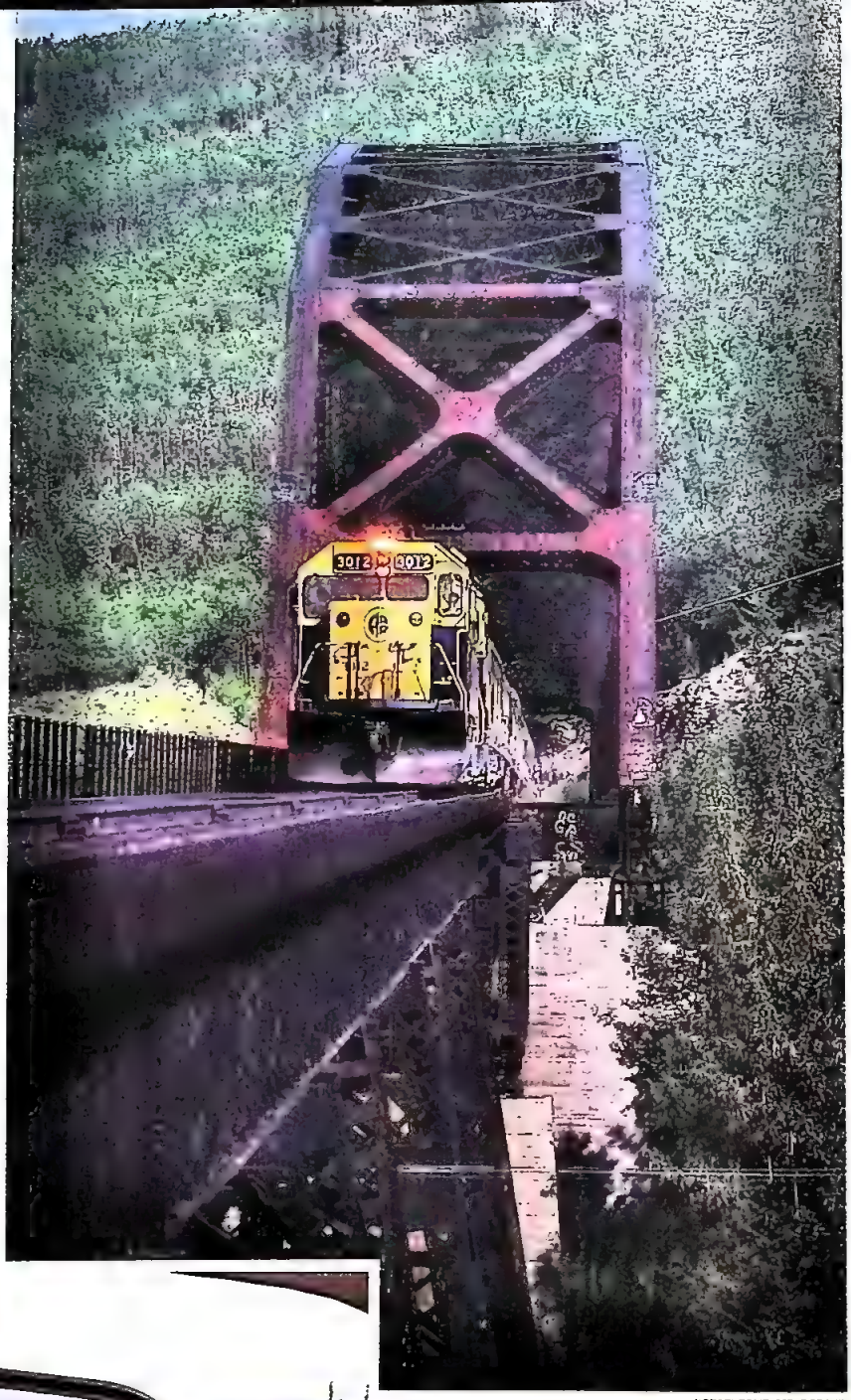
"All three verses," she says laughing and groaning at the same time.

And the crew gets passengers doing things they would never do in the lower 48. Whenever they get the word that they're about to pass the passenger train coming from the other direction, everyone is instructed in the proper greeting during the meet. Okay, so you feel a little silly putting your thumbs in your ears and pretending your open hands are waving moose antlers as you "Moose" the opposing train. But, hey, why not, you can't believe the people in the opposing train are crazy enough to be moosing you back?

When asked what type of personality applies for this job, she smiles a slightly tired smile and says, "You have to the wisdom of Solomon, the patience of Job, the insight to diminish mole hills before they can become mountains, and," she busts out laughing as she says what she knows to be the utmost of truths, "when everything else fails, die smiling."

The Princess cars

Looking around the double-decked Princess Tours railcar, it is not hard to see how an enterprising entrepreneur might come up with such as idea. The original company was Tour Alaska, and



THE ULTRA DOMES have the largest glass windows ever applied to a passenger car — fortunately the moose don't throw rocks! On June 25, 1991, Alaska Railroad southbound Number 2 was crossing the massive bridge (**right**) over the Tanana River at Nenana. Preparing to depart northward from Anchorage (**bottom right**) on June 10, 1991, the engineer on Number 1 is about to boost his dog onto the GP40-2.

KODACHROME STEVE BROWN

BELOW and LEFT: EKTACHROMES / DAVID C. LUSTIG

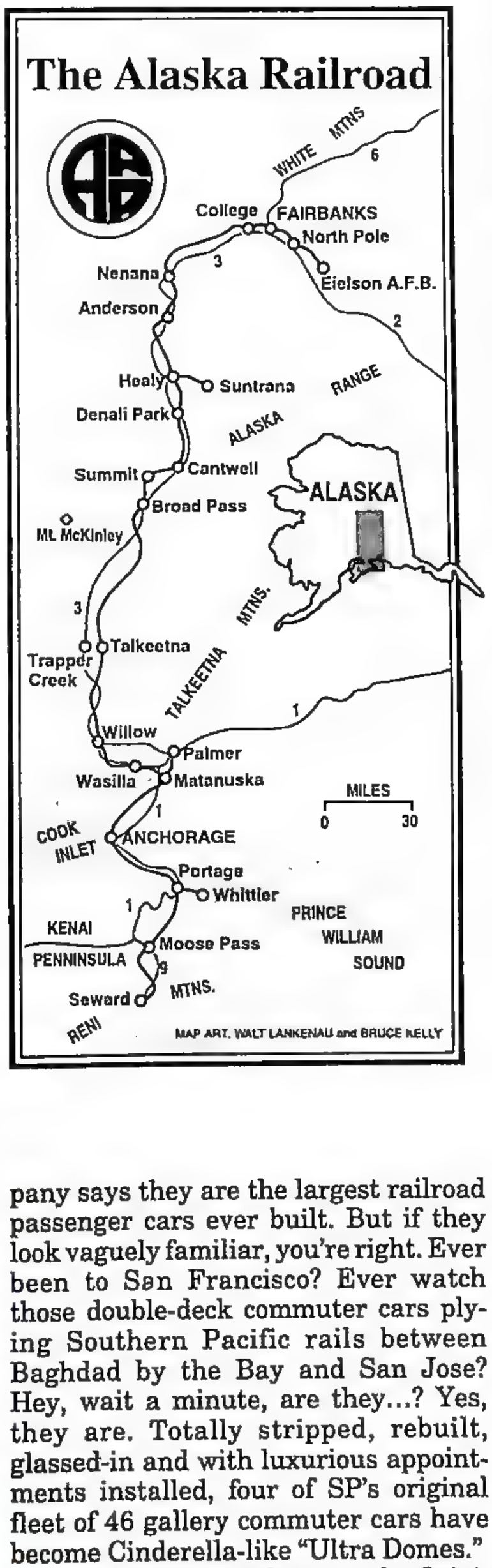
the year was 1984 when totally refurbished full length former-Milwaukee Road "*Hiawatha*" domes started being coupled to the rear of regular Alaska Railroad passenger trains. Princess Tours purchased Tour Alaska in 1987, moved some of the existing former *Hi* domes to California for its then-new *California Sun Express* experiment on the back of Amtrak's *Coast Starlight* and replaced them with something new under the sun: "Ultra Domes."

Ultra Domes? Measuring 85 feet in length, ten feet in width and towering 17 feet three inches in height, the company says they are the largest railroad passenger cars ever built. But if they look vaguely familiar, you're right. Ever been to San Francisco? Ever watch those double-deck commuter cars plying Southern Pacific rails between Baghdad by the Bay and San Jose? Hey, wait a minute, are they...? Yes, they are. Totally stripped, rebuilt, glassed-in and with luxurious appointments installed, four of SP's original fleet of 46 gallery commuter cars have become Cinderella-like "Ultra Domes."

But there the similarity ends. Originally built in 1969 by Pullman Standard for $212,000 a copy, on the used railroad equipment market they were deemed a far better buy than if Princess had been obliged to order new.

Sent to Tillamook Railcar Repair, Inc., in Oregon, the former Southern Pacific 3734, 3740, 3744 and 3745 were stripped to the frame and bare walls and totally reconstructed at an estimated cost of more than $500,000 each. What emerged was a complete makeover which created two kitchen cars and two observation cars. The overall height was raised by almost two feet and weight increased by four tons. Permanently mounted hardwood and oak tables were installed in the kitchen cars along with comfortable padded seats and a ceiling with the largest curved, reinforced bullet-proof glass panels ever created (they measure six feet by six-and-a-half feet each). Additionally there was a complete downstairs galley and first-class dining room.

And on the two observation cars were installed the wildest ten-by-18-foot open-end platforms anyone has ever seen, complete with railings, public address system and a floor of various heights for different sized passengers. In a word: "glorious," for the casual passenger and the relaxed tourist, and most of all, just exquisite for the railfan. Just for the record, Southern Pacific 3734 is now kitchen car TAIX 7080, *Denali*; SP 3740 is observation TAIX 7081, *Gates of the Arctic*; SP 3744 is kitchen TAIX 7082, *Katmai*, and SP 3745 is obs TAIX 7083, *Kenai Fjords*.



The rest of the train

While I'm riding Princess Tours, I'm also curious about the other parts of the train and gradually move forward toward the locomotives. First I make my way through the four Westours cars, those full-length domes in the same kind of service as the Princess Tours cars. Westours is a similar operation to Princess, and while the two companies are competitors, onboard emergencies — running out of ice or a broken coffee pot, for example — are good-naturedly taken care of. Both crews know that on the next run the shoe may be on the other foot.

I continue further up the train, into the Alaska Railroad cars, where I bump into conductor Harry Ross. He's 44 years old, and like most of Alaska's residents, he migrated here. In his case, 24 years ago from Compton, California, in the greater Los Angeles area. He's been on the Alaska ever since and wouldn't think of living or working anyplace else. He remembers fondly the flagstop accommodation trains that ran until 1984 or '85, adding that a tri-weekly RDC takes care of that service now.

We've been bouncing along the line at speeds ranging from 35 to 49 m.p.h. under a track warrant system, where verbal permission is given to proceed from the Anchorage dispatcher. There will be about 15 track warrants between Anchorage and Fairbanks, says Ross, depending on the traffic on the line, which will include two passenger trains, two general freights, one unit coal train three times a week, a daily tank car train, a piggybacker three times a week and, of course, the three-times-a-week RDC. The line from Anchorage to Seward, he says, sees a daily RDC run plus numerous freights and coal trains. Beyond Fairbanks, the line to Eielson Air Force Base has an oil refinery at North Pole (no kidding).

A little cajoling and Ross agrees to let me photograph from the baggage car. "Please hold on to the door chain tightly," he admonishes. "If you fall off, we might not find you again."

"Besides," he says with a disarming smile, "the paper work would kill me."

As the heavy baggage car door is slid open, the view is worth any amount of chain holding. Not only am I surrounded by the gorgeous countryside, I get a new vantage point to do my photography, eagerly aiming towards the two GP40-2s, now so much closer to me. As we snake our way through the wilderness, it is comforting to know that the rain clouds on the horizon and the cold wind dancing across my face can easily be brought under control by stepping back into the interior of the car where I can enjoy constant heating (or cooling, as the case may be) and be insulated from whatever Mother Nature has in store.

But for those hearty travelers of yesteryear, it wasn't always so.

Frozen precious minerals

It was gold and other precious and semi-precious minerals that brought people to Alaska. And right behind them was the formation of a railroad, the Alaska Central.

Choosing Seward as its terminus, the original plan was to build from there towards what is now Nenana, about 50 miles from Fairbanks. But ever-increasing construction costs plus financial instability of the railroad's bank caused the company to file for bankruptcy after putting down slightly more than 50 miles of track. Reorganized as the Alaska Northern, it got about two dozen miles farther, this time to what would become be Anchorage, before financial difficulties. The answer, it seemed, would not be private enterprise, but U.S. Government funding.

Beginning in 1915 and continuing under horrendous construction conditions for eight years, the Alaska Railroad went grossly over budget (and you thought that was just a modern phenomenon), costing twice its originally expected $35 million.

What that $70 million dollars bought

was a route from the coast of Alaska, through Anchorage and into the state's interior — but little else. Early accounts indicate the first order of business after the ceremonial driving in the of the gold spike by President Warren G. Harding in 1923 was to totally rebuild the railroad from one end to the other.

Under Federal control, the railroad eventually straightened itself out, began regular service and became a money-losing but important necessity to the growth of the territory. The strategic importance of Alaska during World War II required the military take over the line's operation. During this time a twelve-mile branch line to Whittier on Prince William Sound was built.

Traffic for the Trans-Alaska Pipeline, which begins, or ends if you will, in Fairbanks, provided plenty of revenue between 1974 and 1977, and although there was a proposal afoot to extend the railroad to the north slope oil fields instead of building the pipeline, the railroad really hasn't physically changed much in four decades. While the Alaska Railroad is still a "service," it is one now borne by its citizens, having been sold to the state in 1985.

Back to the present

We've been meeting trains fairly regularly, from freights to the other passenger train, and in between photographing them, I've been treated to a non-stop wildlife smorgasbord of caribou, beaver, bear, ducks and swans. Wide spots with the names of Wendy, Colorado and Honolulu come and go, and the scenery just seems to get more beautiful by the mile.

Alaska is an amalgam of mountains, valleys, swamps, rain, snow, flatlands and mosquitos. Wildlife exists in multitudes unknown in the rest of the United States, and there is a good chance that if I stray from the tourist areas, the wildlife I encounter will probably be meeting humans for the first time, as well. As I observe the snow-capped mountains reaching toward the clean sky, I realize it is one of nature's heavens on Earth, with no smog, few people and little pollution. And I wonder just how much longer it will last.

My daydreaming comes to an abrupt end when Ross tells me we're approaching the Denali Park station. This is the end of our day's train trip, and as we disembark we spot other Princess Tour passengers waiting to get on. The crew says goodbye, and those of us among the last to leave hear them greet those who are now boarding for Fairbanks. Tonight will be a sumptuous dinner in the hotel lodge and, aside from a 10:38 p.m. clap of lightning that will almost throw us out of bed, a restful sleep to the sound of rain pelting the roof.

"COLORADO" IS THE NAME on the siding sign as northbound Number 1 holds the main for a meet with Number 2, which is carrying the Ultra Dome obs *Kenai Fjords*.

Salami with reindeer meat?

At 20,314 feet the tallest and largest mountain on the North American continent, Mt. McKinley towers over all it surveys, and that includes the almost six million square miles encompassed by Denali National Park. With everyone stuffed into tan Blue Bird school busses, we trundle off for a day in the park. Keith Raykowski, our driver, guides our wayward mechanical refugee from a junior high school with a skill only a seasoned veteran of the winding dirt roads could muster. We will go about 55 miles (the road goes much farther) and see bears, wolves, moose and a continuation of the most spectacular scenery we saw from the train.

Established in 1917 as McKinley, then in the last few years as Denali National Park (a native word meaning "big one"), it is home to Dall sheep, Toklat grizzly bear, fox, hoary marmot, parka squirrel, hare, porcupine and beaver, not to mention scenery ranging from braided glacial rivers running through spruce-laden valleys to vast glaciers and ice-covered peaks. Between those extremes lies the tundra, which ranges from the wet, spongy type found at the lower elevations to the dry, firm tundra of the alpine regions.

As we bounce along, everyone gets excited when we see a moose or a bear, and Ray obligingly stops and lets us "ooh" and "ah" and take 4000 photos. After a while, though, hunger pangs strike and thoughts turn to those uniform white boxes stowed under everyone's seats, with more and more passengers foraging through them to see what goodies lie inside.

Well, let's see, there seems to be an eclectic mix of goodies from apple sauce, Tillamook cheese and York Peppermint Patties to trail mix and salami with reindeer meat. I mull over trying the reindeer meat and finally give in. It's surprisingly tasty — and is more so when driver Raykowski, a Dillon, Montana, school teacher the rest of the year, informs us that until recently lunch was sealed cellophane frozen turkey sandwiches shipped up from Seattle. Love that salami.

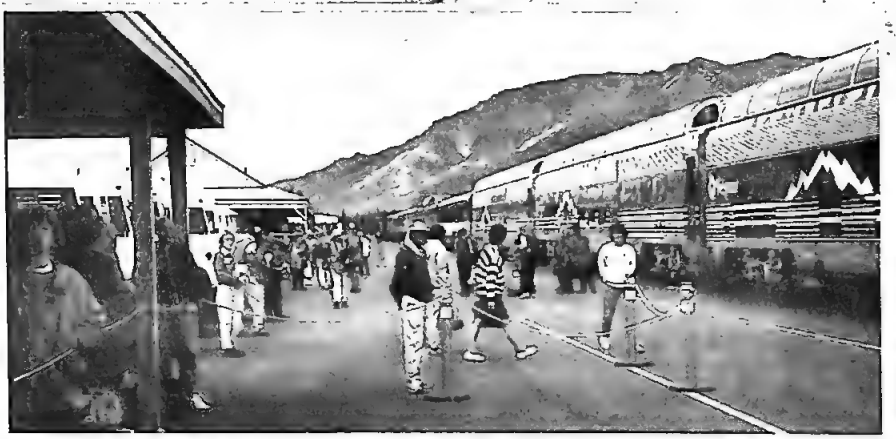
Back to the train

At about 4:00 in the afternoon, we are back at the Denali station waiting for our train to Fairbanks. It will be a new crew on the other set of cars, and as the two GP40-2s bracketing an ex-Butte, Anaconda & Pacific GP38-2 rev up and move out of town, we settle back for the four hours of train travel.

Looking around the car, I'm curious how our little band of tourists has taken to the wilderness. They are an interesting mix of fellow travelers.

Surveys indicate that the inland Alaska tour is strictly cruise ship driven, with about 90 percent of the

FOUR PHOTOS DAVID C. LUSTIG



PULLING INTO DENALI PARK STATION is Number 1, bound for Fairbanks on the afternoon of June 11 with two GP40-2s bracketing GP38-2 2002, originally Butte, Anaconda & Pacific 109. Conductor Harry Ross (**left**) came to the Alaska Railroad from California.

passengers incorporating the train and bus trip before or after their ocean-going adventure. Our group is no exception.

Eugene and Dora McKinley of McAllen, Texas, were taking the inland tour first and then going on a cruise. Retired and celebrating their 50th anniversary in a few months, they were eager to venture to Alaska.

Ray McCabe of Champaign, Illinois, had never been this far north before and wanted to do a little exploring. Jim and Margaret Rose Kilgore of Columbia, South Carolina, have become professional travelers, and the thought of roughing it a bit intrigued them. Whoever you spoke with — a former Marine Corps general and his wife, a travel agent and a friend — it was usually a similar story: a desire for a little adventure, someplace off the beaten path and the ability to be able to do so in a pleasant environment.

Sentimental journey

Diane and I skipped the planned Princess Tour events for Fairbanks the next day (Wednesday, June 12) and explored the city looking for trinkets. We were also looking forward to tomorrow, when we would start our two day bus ride up to the north slope of Alaska and Prudhoe Bay. I was looking with some degree of anticipation at a personal side trip not on the tour map. Twenty-odd years after I had said goodbye, I was going to revisit Murphy Dome Air Force Station, a place where 120 other service men and I once called home.

Understand that as a youth of 21, sitting on a mountain top with the thermometer hovering at about 40 below zero, I felt I was suffering. Today, at 44, I realize that I wasn't having that bad of a time. The sunsets had been gorgeous, and the occasional trips into Fairbanks to see the Alaska Railroad were fun — and while the duty was boring, it was certainly not as dangerous as some of my friends had had to cope with in Southeast Asia.

Air Force duty back then was just a case of feeling cut off from the rest of the known world, radio and television aside. Take, for instance, the dirt and gravel road that stretched from Fairbanks 30-some miles to the mountain top. Nothing was lonelier than traveling that slice of civilization through the wilderness, the crunching sound of the tires and the wind whipping through the cracks in the doors. Once you left Fairbanks, you hoped that the mechanic who worked on the truck knew what he was doing.

So imagine my surprise to find the sprawling suburbs of Fairbanks creeping towards Murphy. Today, half the road was actually paved and boasted a sign saying "Murphy Dome Road." And what's this? Homes and mailboxes on what I remembered as desolation alley!

But the ultimate shock was yet to come. In the distance I could see the white radomes that kept the weather away from the sensitive equipment. Immediately I flashed back to seemingly endless midnight shifts watching an antiquated radar scope for a blip that might be a Soviet Bear or Bison bomber.

Ah, it might be good to see the old place again, after all — the barracks, the gym, the chow hall (well, maybe not the chow hall), the radar room....

As I made my way around the last familiar curve up to the top of the mountain I got a good look at the radomes — and absolutely nothing else. The whole place had been flattened! No barracks... no chow hall...no covered walkways ...no nothing.

Murphy Dome was now automated. Instead of 120 airmen there was one guy, a civilian, who watched the equipment automatically send its data to Anchorage. Diane wasn't sure I hadn't made the whole thing up. It was like coming back to your old hometown to find condos where the switcher used to idle in the freight yard.

the tourist season he makes one trip a week to average 16 to 18 over a summer, his only source of outside communication being a company radio and a CB for hailing passing truckers.

This part of the state, sans trains, turned out to be just as fascinating. A quick stop at a wide spot called Wildwood for coffee — and absolutely the best homemade brownies in the world — turned into a visit to a local fox farm. We also had a chance to walk on permafrost, that squishy rotten earth that never seems to thaw, sort of like walking on a giant soft mattress.

Up and over the Yukon River, which is still used as a major waterway, we arrive, a little bus-seat-sore and ready for a rest, at majestic Coldfoot, Alaska. A word to the wise here. Coldfoot is a is snow everywhere. It's overcast, cold and foreboding. But it's also filled with spectacular scenery, so nobody seems to mind.

We stop frequently for photos of the wild animals, an inspection of the pipeline and anything else our hearty band of adventurers wants.

Once over the crest of the mountains, the scenery begins to flatten out as we head towards the Arctic Ocean. We are on the north slope of Alaska (meaning the north slope of the Brooks Mountain Range) and are fast approaching the fabulous city, hold on now, of Deadhorse, population 3500, where our accommodations are clean if not luxurious and you can have a room with two cots and a warm shower at the Arctic Acres Inn for $105 per person per night. Add $15 for food. Tonight, thanks to our bus load of tourists being thought of by the local workers as just a little crazy for paying to come up here, there are 82 tourists and 120 construction workers. Flash the "No Vacancy" sign.

Sitting at what must be almost the farthest north you can go in the United States, the local Princess representative, Pat Sikes, 27, never ceases to be amazed at what tourists ask him.

"The best has to be, 'Do you accept American money?'" he says, "along with, 'Where are the dogsleds?,' and while standing right on the sea level edge of the Arctic Ocean, 'What altitude are we at?'."

Oil exploration aside, except for the wildlife, this could be a moonscape scene out of a science fiction movie. It's interesting to see and definitely a nice adventure. I would heartily recommend it to anyone who wants something different in a trip.

The following day, Saturday, June 15, it's 25 degrees, and we rush to the airport to catch the 737 to Anchorage and eventually change planes for Los Angeles. Sitting in the Anchorage airline terminal, having said goodbye to our new friends, Diane and I have a three hour wait.

"Did you have a good time?" I ask her, hoping the response will be affirmative. She nods a sleepy nod and asks me the same question. I fish in my camera bag and pull out a plastic bag with about 25 rolls of exposed film. "You bet honey, almost half of this is trains!"

Alaska Sticker Shock

I've been traveling for about 25 years now, and the best description I can give about prices in Alaska is: "Everything costs an arm, a leg and your first-born child!"

The first night in the hotel is a perfect example. Not really wanting a full meal, we went to the hotel coffee shop. A couple of burgers, fries and coffees came to $20.00, which I felt was a little ritzy for both the quality and quantity of what offered. Since the Princess tour didn't officially start until 9:00 o'clock Sunday morning, breakfast, we decided, would be somewhere else in Anchorage.

That turned out to be the delightful Downtown Deli, just a few blocks away. Only a few other customers were roaming around Anchorage at 7:30 on a Sunday morning, and Diane opted for a Seafood Omelette laced with shrimp, salmon, halibut and whitefish. I had a steak and eggs breakfast that would rival any deli anywhere. Yes, the price was still about $20.00, but everything was wonderfully first rate, right down to DeBussy piped in throughout the restaurant.

The lesson? Shop around. And if you can, bring everything you think you will need with you. Sure, this is the United States, and everything you have home is here. But at greatly inflated prices. Try a bag of potato chips for $5.00 and a small soda for $1.60. Don't even ask about film. So, yes, if you run out of something, there are local drug stores, supermarkets or camera shops in Anchorage and Fairbanks. Just be prepared — DAVID LUSTIG.

The long, long, long bus ride

It's not every day you get to go for a two day ride in a brand new bus, but for our group, it was our lucky day.The creature was an MCI-102-C3, built just two months before especially for Princess. With individual seating and reclining seats and a super comfortable suspension, it was the perfect sightseeing vehicle for what our driver, John Gailey, 32, called, "the worst highway in the world, but also the most beautiful."

He was talking about the Dalton Highway, a phenomenon of the Alaska pipeline and, since our trip, now open to private automobile traffic. For the next two days Gailey would tell us history, legends and lies about Alaska, the pipeline and the countryside.

With eleven years at Princess, he swore he loved Alaska. He must, during truck stop for the haulers located halfway between the north slope and Fairbanks. The food is excellent, there is cable television in the bar and, just like the rest of Alaska, there are hoards of mosquitos. Bring plenty of mosquito repellent. About 50 gallons should do. They are everywhere. Little ones, big ones, nasty ones — there are no such things as nice ones. About the only good thing to happen at the barracks-like motel is that passenger Margaret Rose Kilgore pays $12.50 to pan for gold in a salted stretch of water and comes up a winner with an estimated $22 worth. Everyone applauds, then quickly runs back inside to get away from the mosquitos.

On our second bus day, the road climbs steadily into the Brooks Range, and despite the fact that it's June, there

A HIGHWAY BRIDGE over the Nenana River and Alaska Railroad at Moody provides spectacular views in each direction of southbound Number 2 on June 25, 1991. For the "coming" shot, see the front cover of this issue. Princess employee Sharla Barnes (**inset**) took a break from her duties at the onboard gift shop to enjoy the breeze on the huge open platform of an Ultra Dome observation car.

KODACHROME: STEVE BROWN / INSET: EKTACHROME, DAVID C. LUSTIG

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ARTWORK PAUL H. ADAMS / TRANSPARENCIES, KERRINS T. CONROY

The Artwork of Paul Adams

by Kerrins T. Conroy

Paul H. Adams of Brighton, Michigan, is nationally known as a commercial artist specializing in technical paintings of mechanical subjects, like modern and classic automobiles. But when you walk into his home studio, you will see mostly railroad art — from an exploded view of a Lionel model to a Santa Fe diesel.

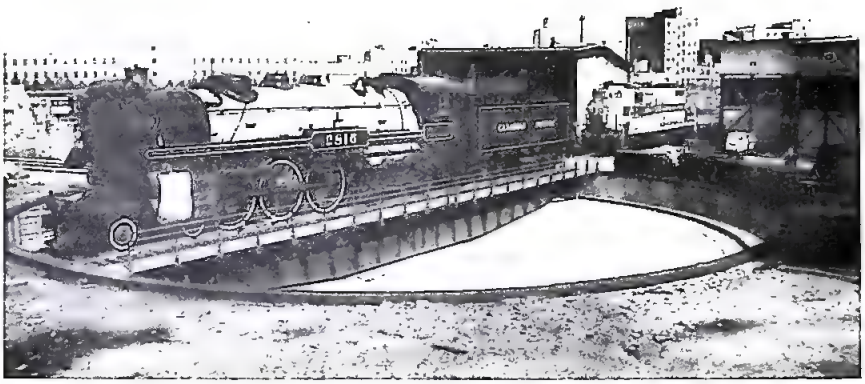
A long time model railroader, Paul started applying his professional skills on railroad subjects with a simple pen and ink rendering of a GTW steam locomotive, and he's been at it ever since. Most of this work is done in watercolors using both brush and airbrush techniques.

Paul's tight style lends itself well to railroad subjects, and he likes to add the dramatic lighting that is often elusive for the photographer — an errant cloud can't "ruin the shot" for an artist, and like the GTW caboose shown above, he can also combine a favorite subject and sky or background. Such is also the case with the Ann Arbor caboose, where a location just north of Howell, Mich., and an approaching thunderstorm enhances an image borrowed from a static roster shot photo of the caboose.

For a painting of the Grand Ledge bridge on the old C&O in Michigan, Paul had initially intended to do a CSX "yellow nose" on the structure, and we spent some frigid time along the river waiting for trains. Although we did get a well-lighted photo of the desired units, Paul was more fascinated by the Soo Line and Canadian Pacific run-through that followed shortly afterwards. The preceding pages show the result of his efforts.

BY JIM BOYD

NATIONAL PARK SERVICE KEN GANZ



STEAMTOWN'S NEW TURNTABLE was put into service on October 21, 1991, turning CPR "standard" Hudson 2816 and a UP 4-4-0. The table sure looks good without a "stage" over the pit.

Congress versus Steamtown

Steamtown National Historic Site has been making headlines in newspapers from the Washington *Post* to the New York *Times* as the parks subcommittee of the House Interior Committee recommended legislation to limit funding to Steamtown National Historic Site. Echoing Jack White's immortal words about it being a "second rate collection on a third rate site," the committee described Steamtown as a "runaway train" of the worst kind of "pork barrel" politics. There is more than a grain of truth to the charges.

Steamtown had its beginnings in 1986 as a federal ward of the National Park Service when Scranton Congressman Joseph McDade got its authorization attached as a last-minute addition to must-pass legislation. Since that time Steamtown has gotten under way with a physical plant and equipment restoration program that can only be described as a quality effort. In a sometimes frustrating mix of historical authenticity, intelligent planning and occasional incredible silliness all gathered under a classic bureaucracy, Steamtown has made real progress, and the people involved in the planning and operation are getting an intensive education in the realities of railroading in the 1990s.

Republican Representative McDade has represented Scranton for over 30 years and has considerable "clout" among his colleagues. In his capacity as Steamtown's "creator" as a National Park, McDade got the project organized and very well funded. It is ironic, however, that this is the same man who through creative funding almost singlehandedly revived the catastrophic mall project which is presently raping with bulldozers the Steamtown site's DL&W freight yard and the historic buildings of downtown Scranton. It is not surprising that some eyebrows have been raised.

Although there are strong forces to have Steamtown completely de-authorized — and the discussion has gotten "personal" to the point of the entire issue becoming embarrassing to individuals on both sides — the first round in December found the commit-

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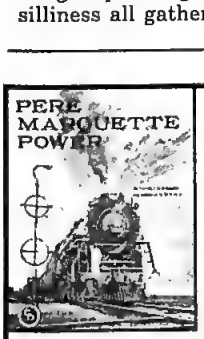

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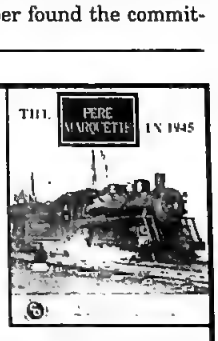

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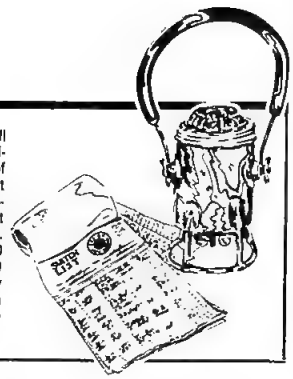

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SP SANTA SUSANA pass, VHS, $14.00 postpaid. Fols, 3321 Lemon, Simi Valley, CA 93063. 392

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tee simply recommending a limit on the funding and the creation of an oversight committee comprised of experts in various aspects of railroading, historic preservation and park management. As the bill makes its way through the House of Representatives and then the Senate over the next year, there will be several opportunities to have things change for the worse or for the better.

In the meantime, the brand new 90-foot turntable at Steamtown is now fully operational. Although the bridge was installed during April 1991, roundhouse reconstruction delayed the completion of the lead track for rail access. Equipment was first turned on October 21, 1991, and among the first locomotives to try the new table were CPR "standard" 4-6-4 2816 and Union Pacific 4-4-0 737 (the latter has been offered to the National Museum of Transport in trade for DL&W 4-4-0 952 which is owned by the R&LHS and on loan to NMOT). The new turntable was officially dedicated on December 13, 1991, at a ceremony at which Congressman McDade was among those who cut the ribbon.

The restoration of the 13-stall DL&W roundhouse is nearly complete, including a drop pit and a walkway around the interior back wall which overlooks the individual stalls to allow even handicapped future visitors to view a working roundhouse.

In a great improvement for Steamtown, Lackawanna County has successfully taken over from Conrail the Scranton "live" yard trackage and it has organized the "Lackawanna Railway" to operate it. Currently the Scranton short line Lackawanna Valley is handling the operation around the museum site and on the old DL&W main line to Pocono Summit, while the county is working to develop more business on the Scranton to Moscow segment of the line where Steamtown will return to operation when necessary trackwork is completed, probably in 1993 (the line can be presently used for freight but not passenger service).

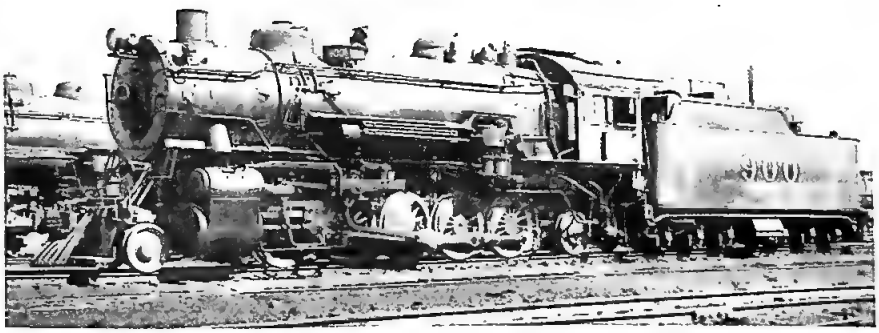
If allowed to continue, Steamtown has the potential to present a steam experience that no other museum can: main line railroading with freight and passenger trains. The former-DL&W main line east of Scranton is still well-ballasted with 131-pound jointed rail, with stretches of welded rail installed by the Steamtown Foundation. Repairs to certain bridges are all that keep that line from being presently operated for excursions. Freight and passenger trains with main line locomotives at a modest speed on a regular schedule will be a fine accomplishment, in addition to the general public being allowed to observe a working roundhouse.

While the public figures will likely debate the "*park*-barrel politics" for many election years to come, please write your congress people and make your feelings known. If Steamtown is completely cut by Congress, it is quite likely that such a fiasco would prevent any future federal involvement in rail preservation. And, if completely cut, you can be sure that not a penny of Steamtown's current budget will be spent on any rail preservation anywhere.

next month in RAILFAN & RAILROAD

• **SANTA FE 3751 RETURNS TO STEAM:** Veteran steam writer Lloyd Stagner relates the fascinating history of the Santa Fe's first 4-8-4 while we give you first-hand coverage of the long-awaited debut run of San Bernardino's 3751 on its December 1991 trip over Cajon and Tehachapi to Bakersfield and return.

APRIL 1992 ISSUE ON SALE MARCH 1



SANTA FE 2-10-2 900 was turned out by Baldwin in 1903 as a tandem compound and was the locomotive that gave the 2-10-2 wheel arrangement the name "Santa Fe." This unidentified photo of the 900 after being "simpled" is from the RAILROAD Magazine collection. The only survivor of the 900 Class is the 940 at Bartlesville, Oklahoma, and it is threatened with scrapping because it is "leaking asbestos" that must be disposed of.

WANTED

WANTED: Anything pertaining to the F.W.& D. RR at Sterley, Texas. Dan Smith, HCR 5, Box 94, Lockney, TX 79241. 492

WANTED: Railroad books, paper items and railroadiana. Steve Botan, 19822 Lexington, Huntington Beach, CA 92646. 714-962-1126. 392

WANTED: PHOTO BIG BOY locomotive U.P. glossy steam Up, rods down approximately 18"x24" for framing. Must be sharp and clear. Slim Blood, PO Box 94, Valdez, Alaska 99686. 392

TIMETABLES railroad lanterns locks keys and other hardware. Signal Shop, 128 Henry St., East Haven, CT 06512. 392

WANTED: New Haven RR employee timetables before no. 130 (1936). Also information on Bellefont Central M100 and other steam railcars. C. DuVivier, 76 Sedgwick, Darien, CT 06820. 392

WANTED: BONDS, stocks, timetables, annual passes! Ken Prag, Box 531RFW, Burlingame, CA 94011. 415-566-6400. 692

WANTED: Information, history, photos, etc. on an abandonment that runs from Westfield, MA to New Haven Ct. Glenn Trauschke, 1595 Hill St., Apt. #9, Radcliff, KY 40160. 392

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NYC HUDSON Division ett, photos, track layouts, any other pertinent documents and information for developing history. Jack Shufelt, 240 Golden Shore Dr., Fenton, MI 48423-1058. 592

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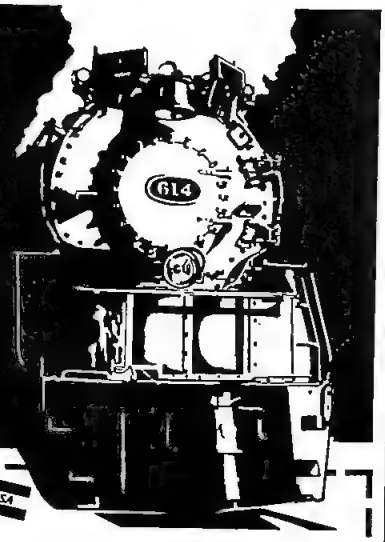

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If funding can be maintained, Steamtown has the potential to prove its detractors wrong. If the money is cut, we'll never know.

Santa Fe 2-10-2 940

It has been reported that Santa Fe 2-10-2 940, on display at Johnstone Park in Bartlesville, Oklahoma, is in danger. Located "next to a kiddie park," it is leaking asbestos from under the boiler jacketing, and as a result the city is taking bids to have the locomotive removed (scrapped), although they would prefer to see the locomotive preserved somewhere else.

The 940 is part of the AT&SF 900-Class — the original 57-inch-drivered 2-10-2s which gave that wheel arrangement the name "Santa Fe." Built in 1903 by Baldwin, the 940 was donated to the City of Bartlesville in 1956, and it is the only remaining example of an AT&SF 900-Class. And as a member of the first series of 2-10-2s, it is far too significant to be scrapped. Mike Del Vecchio observed that aside from unique designs like the 4-12-2, 4-8-8-4 or 2-6-6-6, the 940 and Texas & Pacific 2-10-4 610 may be the only surviving examples of the genesis design of a generally-used wheel arrangement! Anyone interested in this locomotive can contact the City of Bartlesville at 918/336-0000.

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TOP: EKTACHROME, JIM BOYD / ABOVE: EKTACHROME, JIM GALE

"FA" TOWER has for decades been a landmark in the middle of the Delaware & Hudson yard at Oneonta, New York. A wooden classic, the "armstrong" interlocking tower was a popular item to include in photos of D&H trains and made an impressive subject in its own right, such as in this mid-1970s twilight scene (**above**). As one might expect of the last wooden tower left on the D&H, the wrecking crew showed up in October 1991. However, the Leatherstocking Chapter of the NRHS convinced the demolition contractor to let their historical organization salvage the structure. Using their own crane (**left**) on October 20, 1991, they carefully dismantled the structure and plan to rebuild it on their museum site nearby at Cooperstown Junction.

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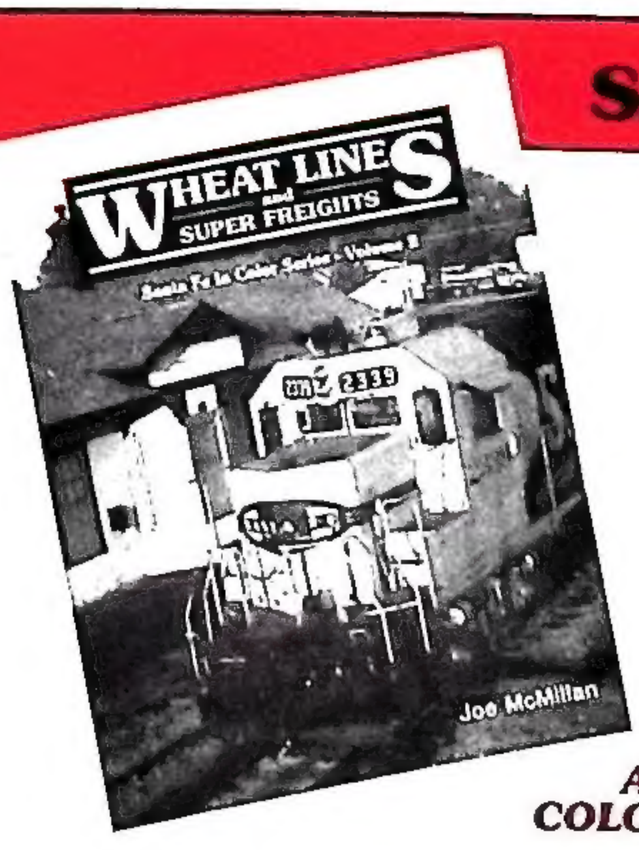

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KODACHROME: DON R. FLYNN

EMD SD35 1557 and 1565 are among six on lease to the Soo Line. The ex-N&W high-hoods led a westbound Soo Line train past Dayton's Bluff, Minnesota, on November 16, 1991. See page 42.

KODACHROME: GEORGE MELVIN

MILFORD-BENNINGTON Railroad has acquired six more miles of the former Boston & Maine Hillsboro Branch in southern New Hampshire. Power for the 24-mile short line is ex-CN SW900 7950, seen at Wilton on October 24. See page 42.

EKTAR 25 PRINT: ROY R. SMITH

TEXAS-MEXICAN RAILWAY GP60 870 enjoyed its first day on the property at Corpus Christi on November 9, shortly before departure to Laredo on Train 7. It was built as an add-on to the production of GP60s for Norfolk Southern. See page 42.

Railnews

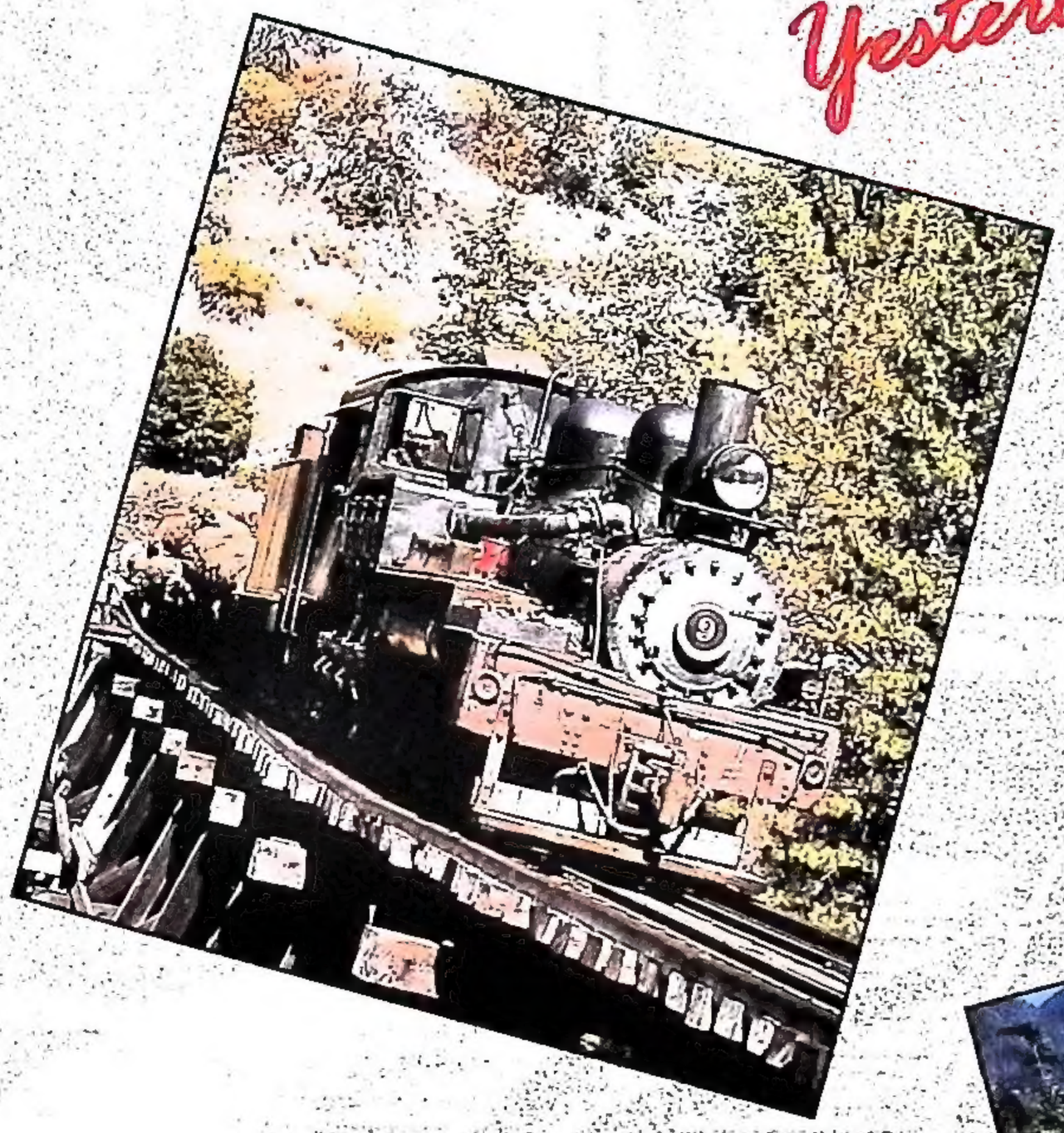
KODACHROME: STEVEN D. JOHNSON

BROADWAY DINNER TRAIN E8A 5764 (ex-MBTA 4264, nee-PRR 5764) was posed for brochure photos at Nashville, Tennessee, on November 16 (**right**). It made its first revenue trip November 24. E8A 5794 should soon be restored as well. See page 43.

KODACHROME: ED NEUBAUM

ALCO MRS1 No.9 was photographed still wearing its U.S. Navy paint on October 1, 1991, at the Liberty Railway Services facility in Pueblo West, Colorado (**left**). The former Naval Weapons Support Center unit, along with sister NWSC MRS1 No.7, had been in storage on the property of the FRA's Pueblo Test Track Center before both were purchased by Liberty Railway Services. LRS reportedly has plans of rebuilding both units.

Logging Railroads



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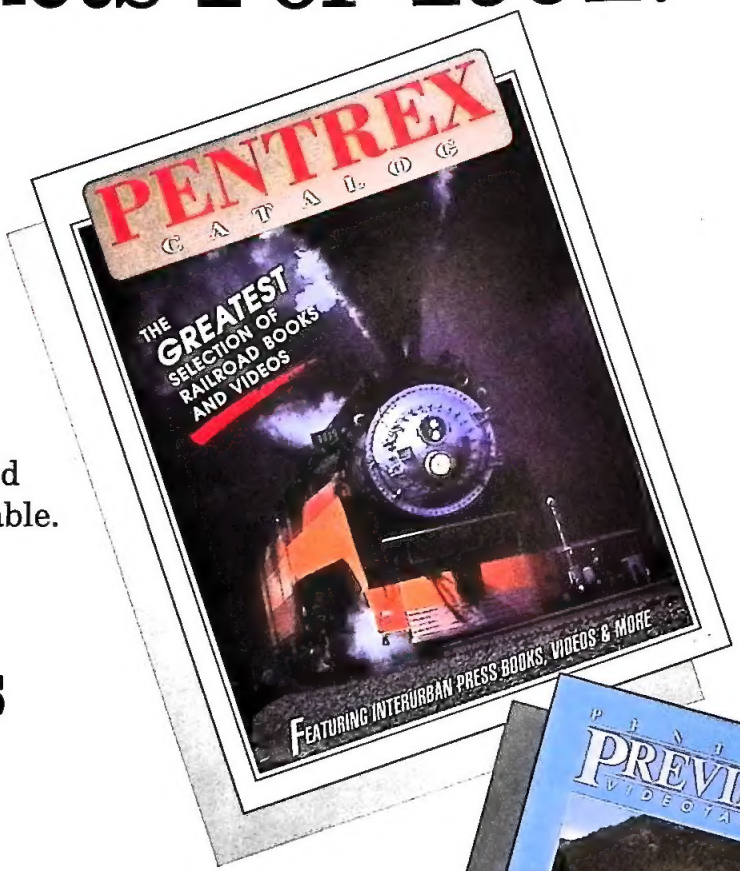

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